

DOMINION OF CANADA

SUPPLEMENT

TO

REPORT OF DEPARTMENT OF TRADE AND
COMMERCE

FOR THE

Fiscal Year ended March 31, 1907

WITH STATISTICS SHOWING STEAMSHIP TRAFFIC TO DEC. 31,
1907, AND ESTIMATES FOR FISCAL YEAR 1908-9.



OTTAWA

PRINTED BY S. E. DAWSON, PRINTER TO THE KING'S MOST
EXCELLENT MAJESTY

1908

EXPLANATION OF ESTIMATES for the year ending March 31, 1909, as compared with those for the year ending March 31, 1908, with statements of Services rendered and Expenditures to December 31, 1907, on account of Mail Subsidies and Steamship Subventions.

XVIII.—MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS.

Amount to be voted..... \$1,291,550 00

| No of Vote. | Service. | 1907-8. | 1908-9. |
|-------------|--|------------|------------|
| | | \$ cts. | \$ cts. |
| 153 | Ocean and mail service between Great Britain and Canada.. | 500,000 00 | 550,000 00 |
| 154 | Steam service between Halifax, St. John's Newfoundland, and Liverpool from April, 1908, to March 31, 1909..... | 20,000 00 | 20,000 00 |
| 155 | Steam service between St. John and Glasgow, during the winter of 1908-9..... | 15,000 00 | 15,000 00 |
| 156 | Steam service between St. John, Dublin and Belfast, during the winter of 1908-9..... | 7,500 00 | 7,500 00 |
| 157 | A line or lines of steamers to run between St. John, Halifax and London..... | 40,000 00 | 40,000 00 |
| 158 | Steam communication between St. John and Digby from April 1, 1908, to March 31, 1909..... | 20,000 00 | 20,000 00 |
| 159 | A line or lines of steamers to run between St. John and Halifax, or either, and the West Indies and South America..... | 80,700 00 | 80,700 00 |
| 160 | Steam service between Victoria and San Francisco..... | 3,000 00 | 3,000 00 |
| 161 | Steam communication between Halifax and Newfoundland via Cape Breton ports..... | 2,000 00 | 2,000 00 |
| 162 | Steam communication during the season of 1908, i.e., from the opening to the closing of navigation, between the mainland and the Magdalen Islands..... | 15,000 00 | 15,000 00 |
| 163 | Steam communication during the season of 1908, i.e., from the opening to the closing of navigation, between Prince Edward Island and the mainland..... | 12,500 00 | 12,500 00 |
| 164 | Steam communication from April 1, 1908, to March 31, 1909, between Grand Manan and the mainland..... | 5,000 00 | 5,000 00 |
| 165 | Steam communication during the year 1908, i.e., for not less than 52 full round weekly trips, between St. John and Halifax via Yarmouth and other way ports..... | 10,000 00 | 10,000 00 |
| 166 | Steam communication during the season of 1908, i.e., from the opening to the closing of navigation, between St. John and Minas Basin ports..... | 3,000 00 | 3,000 00 |
| 167 | Steam communication from April 1, 1908, to March 31, 1909, between Pictou, Murray Harbour, Georgetown and Montague Bridge..... | 3,000 00 | 3,000 00 |
| 168 | Steam communication from April 1, 1908, to March 31, 1909, between Quebec and Gaspé Basin, touching at intermediate ports..... | 8,500 00 | 8,500 00 |
| 169 | Steam communication between a port or ports in Prince Edward Island and a port or ports in Great Britain.... | 7,000 00 | 7,000 00 |
| 170 | Direct fortnightly steam service between Montreal, Quebec and Manchester, England, during the summer season, and between St. John, Halifax and Manchester, during the winter season..... | 35,000 00 | 35,000 00 |
| 171 | Direct monthly steam communication between Canada and South Africa..... | 146,000 00 | 146,000 00 |
| 172 | Steam communication during the season of 1908-9 between Baddeck, Grand Narrows, Iona, Big Pond and East Bay. | 5,000 00 | 5,000 00 |
| 173 | Steam communication during the season of 1908, i.e., from the opening to the closing of navigation, between Port Mulgrave, St. Peter's, Irish Cove and Marble Mountain and other ports on the Bras d'Or Lakes..... | 6,000 00 | 6,000 00 |

XVIII.—MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS.

| | Service. | 1907-8. | 1908-9. |
|-----|--|------------|------------|
| | | \$ cts. | \$ cts. |
| 174 | Steam communication during the season of 1908, i.e., from the opening to the closing of navigation, between Gaspé Basin and Dalhousie or Campbellton..... | 15,000 00 | 15,000 00 |
| 175 | Steam communication during the season of 1908, i.e., from the opening to the closing of navigation, between Pictou and Cheticamp..... | 2,000 00 | 2,000 00 |
| 176 | Steam service during the season of 1908, between Sydney and Whycomagh..... | 1,000 00 | 1,000 00 |
| 177 | Steam service during the year 1908, between St. Stephen, N.B., St. Croix River points, Deer Island, Campobello, and the inner islands, Passamaquoddy Bay and L'Etete or Black Bay..... | 3,000 | 3,000 00 |
| 178 | Steam service during the year 1908, between Quebec and Blanc Sablon, calling at ports and places along the northern shore of the River St. Lawrence between such terminals..... | 20,000 00 | 20,000 00 |
| 179 | Steam service during the season of 1908, between Sydney and Bay St. Lawrence, calling at way ports..... | 1,500 00 | 1,500 00 |
| 180 | Weekly service between Halifax and Canso, from April 1, 1908, to March 31, 1909..... | 4,000 00 | 4,000 00 |
| 181 | Summer service between Murray Bay and River Ouelle.... | 6,000 00 | 6,000 00 |
| 182 | Steam service between Victoria, Vancouver, way ports and Skagway..... | 12,500 00 | 12,500 00 |
| 183 | Steam service between Victoria and west coast Vancouver Island..... | 5,000 00 | 5,000 00 |
| 184 | Steam service between St. Catherines Bay and Tadousac during winter of 1908-9..... | 2,500 00 | 2,500 00 |
| 185 | Steam communication between Prince Edward Island, Cape Breton and Newfoundland..... | 8,000 00 | 8,000 00 |
| 186 | Steam service between Petit de Grat and I.C.R. terminus at Mulgrave..... | 4,000 00 | 4,000 00 |
| 187 | Steamboat service between Canada and Mexico..... | 100,000 00 | 100,000 00 |
| 188 | Steam service between St. John, Westport and other way ports..... | 1,500 00 | 1,500 00 |
| 189 | Steam communication between St. John, Digby, Annapolis and Granville, viz., along the west side of the Annapolis Basin..... | 1,500 00 | 1,500 00 |
| 190 | Steam communication between St. John and ports in Cumberland Basin..... | 3,000 00 | 3,000 00 |
| 191 | Steam communication between Annapolis and London or Hull, England, or both..... | 5,000 00 | 5,000 00 |
| 192 | Steamboat service between Canada and New Zealand..... | 50,000 00 | 50,000 00 |
| 193 | Steam communication between Port Essington or Port Simpson and the Queen Charlotte Islands for the fiscal year 1908-9..... | 1,500 00 | 1,500 00 |
| 194 | For a steamship service on the Petitcodiac River between Moncton and way ports, and a port or ports on the west coast of the County of Cumberland, in the Province of Nova Scotia..... | 2,000 00 | 2,000 00 |
| 195 | Steam communication between St. John, Digby, Bear River and Clementsport..... | 1,500 00 | 1,500 00 |
| 196 | Steam communication between Newcastle, Neguac and Escuminac, and calling at all intermediate points on the Miramichi River and Miramichi Bay..... | 1,500 00 | 1,500 00 |
| 197 | To promote steam communication with Pelee Islands..... | 1,500 00 | 1,500 00 |
| 198 | To provide for steam communication between Quebec and the Isle of Orleans during the time between the closing of regular navigation in the autumn and the taking of the ice bridge between the island and the mainland, and also after the breaking up of the ice bridge until the resumption of regular navigation in the spring..... | 500 00 | 500 00 |

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XVIII.—MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS.

| Service. | | 1907-8. | 1908-9. |
|--|---|--------------|--------------|
| | | \$ cts. | \$ cts. |
| 199 | To provide for a schooner service twice per month during the season of open navigation between Gaspé Basin and the North Shore of the River and Gulf of St. Lawrence..... | 1,000 00 | 1,000 00 |
| 200 | Steam communication between St. John, N.B., and Margaretville, Port Lorne, Port George, Harbourville and Morden, N.S..... | 1,500 00 | 1,500 00 |
| 201 | To promote direct steamship communication between Canada and Newfoundland..... | 20,000 00 | 20,000 00 |
| 202 | For monthly steam communication between Prince Rupert, B.C., and Jedway, Queen Charlotte Islands, for fiscal year 1908-9..... | 750 00 | 750 00 |
| 203 | For steamboat communication between Froude's Point and Lockeport, N.S., for the fiscal year 1908-9..... | 600 00 | 600 00 |
| 204 | Steam service between Bonaventure River, Que., and Petit Rocher, N.B., tri-weekly during the season of 1908..... | 3,000 00 | 3,000 00 |
| 205 | For steam communication between Mulgrave and Canso..... | 4,000 00 | 4,000 00 |
| 206 | For steam communication between Mulgrave and Guysboro', calling at intermediate ports..... | 5,000 00 | 5,000 00 |
| 207 | For steam communication between Mulgrave and Cheticamp. | 5,000 00 | 5,000 00 |
| 208 | Steam communication between Halifax and Spry Bay..... | 2,500 00 | 2,500 00 |
| <i>Appropriations not required for 1908-9.....</i> | | 194,709 00 | ..... |
| AUTHORIZED BY STATUTE. | | 1,436,259 00 | 1,291,550 00 |
| Canada, China and Japan..... | | 73,000 00 | 73,000 00 |
| Canada and France..... | | 133,333 33 | 133,333 33 |
| | | 1,642,592 33 | 1,497,883 33 |

EXPLANATIONS AS REGARDS THE SERVICES RUN OR BEING RUN
DURING THE YEAR ENDING MARCH 31, 1908, AND OF THOSE IN
CONTEMPLATION FOR THE YEAR ENDING MARCH 31, 1909.

NOTE.—The numbers following correspond with those of the votes in the estimates as above.

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The service, as at present run, is under terms of a contract entered into with Messers. H. & A. Allan, as representing the Allan Line Steamship Company, Limited, bearing date of January 19, 1906, and which expires on May 1, 1912. The principal provisions *inter alia* are as follows:—

1. 'The contractors owning or controlling in their capacity aforesaid the steamers *Virginian* and *Victorian*, each of guaranteed seventeen knots effective speed, and other steamers which may be approved by the minister, and being about to contract for the construction of two other steamers of guaranteed eighteen knots effective speed, to be delivered and ready to commence running on the service hereinafter described on or before the first day of August, 1907, will, on the first day of August, 1906, commence to perform and thereafter will carry on the service hereinafter described, that is to say, a regular weekly steamship service between Canada and Great Britain until the first day of May, 1912, unless sooner terminated under the provisions of section 28 hereof.

2. 'Until the said eighteen knot steamers are ready to commence running, the service shall be performed by the steamers *Victorian*, *Virginian*, *Tunisian*, with a fourth steamer equal in effective speed and otherwise to the *Tunisian*, and such other steamers as may be necessary for the effectual running of the service, and as may be approved by the minister.

3. 'The contractors agree to build and place in the service by August 1, 1907, two steamers guaranteed to develop twenty knots on their trial trips on the measured mile, and of guaranteed eighteen knots effective speed.

4. 'The steamers *Victorian*, *Virginian*, *Tunisian*, with a fourth steamer equal in effective speed and otherwise to the *Tunisian*, and such other steamers as may be approved by the minister shall, until the two eighteen knot steamers have been placed in the service, perform ten complete round voyages per annum each, and after the two eighteen knot steamers have been placed in the service, they and the *Victorian* and the *Virginian* shall each perform ten complete round voyages per annum.

5. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors, their successors or assigns, well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy as follows:

(a.) For each complete round voyage between Liverpool and Rimouski or North Sydney, performed at the rate of eighteen knots per hour, £2,500 pounds sterling.

(b.) For each complete round voyage between Liverpool and St. John or Halifax, performed at the rate of eighteen knots per hour, £3,000 pounds sterling.

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(c.) For each complete round voyage between Liverpool and Rimouski or North Sydney, performed at the rate of seventeen knots per hour, £2,000 pounds sterling.

(d.) For each complete round voyage between Liverpool and St. John or Halifax, performed at the rate of seventeen knots per hour, £2,500 pounds sterling.

(e) For each complete round voyage performed at the rate of fifteen knots per hour, £1,000 pounds sterling.

‘Such subsidy being payable at the end of each quarter for all voyages fully run and completed during each quarter, that is, at the close of the months of September, December, March and June, during the continuance of this contract; provided, however, that no amount or instalment of subsidy shall be payable or paid at any time unless it appears to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and that all provisions and stipulations as to dates of sailing, speed and duration of voyages, have been in all respects faithfully observed and carried out according to the true intent and meaning of these presents; and it is a further condition of this contract that the contractors shall, on the completion of each voyage, furnish the minister with such certified extracts from the steamer’s log, together with track charts of the voyage, or any other information required, as will enable him to determine whether the service on such voyage has been within the requirements of this contract.

(a) ‘Provided always, that at no time during the continuance of this contract, except for thirty days between any fifteenth day of December and the following fifteenth day of February, shall more than two vessels of the seventeen and eighteen knot class be withdrawn at the same time from the service hereinbefore described.

6. ‘It is further understood and agreed that the service to be performed during the season of closed navigation on the St. Lawrence shall be as follows:—

‘Between the port of Liverpool and the ports of Halifax and St. John, one of the said steamers sailing on each westbound trip from Liverpool each Thursday, or on such other day as may be approved by the minister, for Halifax and St. John, and calling at Merville for the embarkation of the mails, if the call at that port be adhered to, and at Halifax for the landing of such mails; and one of the said steamers sailing on each eastbound trip from St. John each Saturday, or on such other day as may be approved by the minister, for Liverpool, calling at Halifax for the embarkation of the mails, and at Merville for the landing of such mails, if the call at that port be adhered to; it being understood and agreed that if from any cause it should prove impossible for the steamers performing the service to secure sufficient cargo at St. John during the winter season, or if at any season there is inadequate accommodation in the harbour at St. John for any of the said steamers, the minister may, in his discretion, relieve the contractors from the obligation of proceeding to or starting from that port on any particular voyage or voyages.

7. ‘It is further understood and agreed that the service to be performed during the season of open navigation on the River St. Lawrence shall be as follows:—

(a) ‘On all voyages from Montreal and Quebec eastward to Liverpool the steamers shall be at liberty to proceed by way of the Straits of Belle Isle, and upon all such voyages the port of call below Quebec shall be Rimouski for the embarkation of the mails and at Merville (if the Merville call be adhered to) for the landing of the mails.

(b) ‘On all voyages westward from Liverpool the steamers shall call at Merville for the embarkation of the mails (if the Merville call be adhered to) and shall be at liberty to proceed by way of the Straits of Belle Isle, and on all such voyages the port of call below Quebec shall be Rimouski for the landing of the said mails.

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(c) 'On all voyages eastward or westward from or to Montreal and Quebec via Cape Race the port of North Sydney may, at the option of the minister, be substituted for the port of Rimouski for the embarkation or landing of the said mails.

8. 'It is understood and agreed that at Rimouski and North Sydney the mails are to be delivered to and received from tenders supplied by the postal authorities of Canada.

9. 'For the purposes of this contract the following shall be understood to be the distances between the points hereinafter mentioned i.e., between Moville and Rimouski via Belle Isle, 2,300 miles, and between Moville and Rimouski via Cape Race, 2,500 miles, except when it may become necessary for steamers to deviate to the southward to avoid ice, in all which cases the actual number of miles travelled upon the voyage, not exceeding in any instance 2,800 miles, shall for the purposes of this contract be taken to be the distance aforesaid; and between Halifax and Moville, 2,255 miles, except when it may become necessary for steamers to deviate as aforesaid, in all which cases the actual number of miles travelled upon the voyage, not exceeding in any instance 2,550 miles, shall for the purposes of this contract be taken to be the distance aforesaid; and between Moville and Sydney, 2,105 miles, except when it may become necessary to deviate as aforesaid, in all which cases the actual number of miles travelled upon the voyage, not exceeding in any instance 2,405 miles, shall for the purposes of this contract be taken to be the distance aforesaid.

10. 'It is understood and agreed that each steamer while run under this contract shall be fitted with adequate cold storage accommodation to the satisfaction of the minister.

11. 'The contractors bind themselves to run each of the three classes of steamers hereinbefore referred to at the average rate of speed for each voyage as specified in clause 5, in performing the several voyages from port to port, unless in the opinion of the captain of said steamer the said rate of speed would endanger life or the safety of the ship, or unless the speed of the ship is delayed by reason of fog, ice, snow or stress of weather, or by assisting ships in distress, in any of which events the contractors shall submit to the minister the captain's explanation of the cause of the delay, and such other evidence as the minister may require to enable him to determine, and the minister upon such explanation and evidence shall determine whether the circumstances were such as justified the captain's reduction of the speed of the voyage or sufficiently explain the delay in completing the voyage, and in all cases where such failure to maintain the said average rate of speed is deemed justifiable or sufficiently explained the minister may, in his discretion, omit the voyage in question in calculating the average for the quarter in which such voyage took place, or may deduct the period of such delay in calculating such average.

12. 'If during any quarter the mails carried by the steamers *Victorian* and *Virginian* and the two eighteen-knot steamers are not conveyed from port to port at the average rate of the speeds specified in clause 5 for the said four steamers after omitting voyages and deducting delays as provided in the last preceding clause, or if during any quarter the mails carried by the fifteen-knot steamers required for the carrying out of this contract are not conveyed from port to port at the average rate of the speed specified in clause 5 for the said fifteen-knot steamers, after omitting voyages and deducting delays as provided in the last preceding clause, then, and so often as the same shall happen, the contractors shall furnish to the minister the certified logs of the captains of the steamers showing the causes of the delays, and there shall be deducted from the subsidy payable to the contractors for the said quarter a sum equal to five per cent of such subsidy for every one-quarter knot by which the average speed actually made has fallen below the average speed specified in clause 5 of this contract.

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‘Provided, however, that for the period between any fifteenth day of December and the following fifteenth day of February when steamers of different classes are employed in the service, the average rate of speed shall be arrived at by taking the average of the speeds of all the steamers employed in the service during the said period.

‘Provided further, that the total amount of the sum deducted in respect of such default or failure of either of the two classes of steamers mentioned in this clause shall not exceed the full amount of the subsidy allowed the said class for the quarter or period in question.

13. ‘Subject to the provisions of clause 11 hereof, the other steamers required for the carrying out of this contract, and which may from time to time be approved by the minister as provided in clause 2 hereof, shall when in service be entitled to receive a subsidy which will bear the same proportion to the sum of £1,000 as the actual speed made by the said steamers will bear to the speed of fifteen knots per hour.

14. ‘It is further understood and agreed that the tolls to be charged in the way of either freight or passenger rates between ports on both east and westbound trips shall always under substantially similar circumstances and conditions, be charged equally to all persons, and at the same rate, whether by weight or otherwise, in respect of all traffic of the same description and receiving in carriage the like accommodation; and further, that no toll shall be charged which discriminates against Canadian merchants or shippers or against emigrants to Canada.

15. ‘If the contractors comply with the terms of this contract then at the expiration hereof His Majesty will enter into a new agreement with the said contractors for a further period of five years for payment to the contractors of such subsidy as His Majesty may then be prepared to pay to any one, provided the contractors by such new agreement will then undertake to perform such service as His Majesty may then require during the said new five year term, in such manner and upon such conditions as His Majesty may then prescribe.

Section 28 referred to in section 1, reads as follows:—

28. ‘It is declared to be the true intent and meaning of these presents that the minister shall have the right at any time during the continuance of this contract, upon thirty days’ notice in writing to the contractors, their successors or assigns, to terminate this contract, and every matter and thing herein contained, if it shall appear to the minister that there has been any breach on the part of the contractors, their successors or assigns, of any of the covenants, agreements, stipulations or provisions herein contained and entered into on the part of the contractors; and it is declared and agreed that the minister shall at all times be the sole and final judge as to whether there has been any such breach, and his decision shall be absolute, final and conclusive.’

The steamers employed in this service are as follows:—

The ss. *Tunisian* was built at Linthouse in the year 1900, of steel, registered at Glasgow the same year; length, 500 feet 6 inches; breadth, 59 feet 2 inches; depth of hold, 39 feet 8 inches; net tonnage, 6,802; gross tonnage, 10,576; capacity, 8,500; 849 nominal horse-power; speed, 15½ knots.

The ss. *Ionian* was built at Belfast in 1901, of steel, and registered at Glasgow the same year; length, 470 feet; breadth, 57 feet 5 inches; depth of hold, 37 feet; net tonnage, 5,324; gross tonnage, 8,265; capacity, 6,500; 604 nominal horse-power; speed, 14½ knots.

SS. *Parisian*, built at Govan in 1881, of steel, and registered at Glasgow in 1887; length, 440 feet 8 inches; breadth, 46 feet 2 inches; depth, 25 feet 2 inches; net tonnage, 3,385; gross tonnage, 5,395; capacity, 4,200; 774 nominal horse-power; speed, 14½ knots.

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SS. Corsican, length, 500 feet; breadth, 61 feet 2 inches; depth, 38 feet; net tonnage, 7,300; gross tonnage 11,500; capacity, 8,000; 917 nominal horse-power; speed, 15½ knots.

The ss. *Pretorian* was built at Hartlepool in 1901, of steel, and registered at Glasgow the same year; length, 436 feet 9 inches; breadth, 53 feet 1 inch; depth of hold, 29 feet 7 inches; net tonnage, 4,066; gross tonnage, 6,450; capacity, 7,500; 800 nominal horse-power; speed, 14 knots.

The ss. *Victorian* was built at Belfast in 1904, of steel, and registered at Glasgow; length, 520 feet; breadth, 60 feet 4 inches; depth of hold, 38 feet; net tonnage, 6,744; gross tonnage, 10,629; capacity, 4,000; speed, 17½ knots.

The ss. *Virginian* was built at Glasgow in 1904, of steel, and registered there; length, 520 feet 4 inches; breadth, 60 feet 3 inches; depth of hold, 38 feet; net tonnage, 6,844; gross tonnage, 10,754; capacity, 4,000; speed, 17½ knots.

All of the steamers are fitted with cold storage appliances.

The capacities of the refrigerator chambers in each of the vessels above referred to are as follows:—

| <i>Victorian.</i> | | Cubic feet. |
|-------------------|-------|-------------|
| A.. | ..... | 2,600 |
| B.. | ..... | 2,600 |
| C.. | ..... | 4,440 |
| D.. | ..... | 4,440 |
| E.. | ..... | 3,180 |
| | | 17,260 |

| <i>Virginian.</i> | | Cubic feet. |
|-------------------|-------|-------------|
| A.. | ..... | 3,720 |
| B.. | ..... | 3,720 |
| C.. | ..... | 2,500 |
| D.. | ..... | 2,500 |
| | | 12,440 |

Tunisian.—Upper chamber, 4,617 cu. ft.; lower port chamber, 8,572 cu. ft.; lower starboard forward, 5,640 cu. ft.; lower starboard aft, 2,930 cu. ft.; total, 21,759 cu. ft.

Ionian.—Starboard chamber, 2,416 cu. ft.; port chamber, 2,457 cu. ft.; total, 4,873 cu. ft.

Pretorian.—Port chamber, 4,296 cu. ft.; starboard chamber, 3,030 cu. ft.; total, 7,326 cu. ft.

In addition to the above an arrangement was made by the Allan Line with the Canadian Pacific Railway Company whereby the following steamers were employed in this service:—

SS. Empress of Britain.—Length, 548 feet 8 inches; breadth, 65 feet 7 inches; depth, 36 feet 7 inches; net tonnage, 8,024; gross tonnage, 14,189; capacity, 6,000; 3,168 nominal horse-power; speed, 18½ knots.

SS. Empress of Ireland.—Length, 548 feet 9 inches; breadth, 65 feet 7 inches; depth, 36 feet 7 inches; net tonnage, 8,028; gross tonnage, 14,191; capacity, 6,000; nominal horse power, 3,168; speed, 18½ knots.

The distance between Liverpool and Rimouski via Belle Isle is stated to be 2,490 miles; between Liverpool and Halifax, 2,450 miles; between Liverpool and St. John, 2,729 miles.

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The traffic during the calendar year 1907 is stated by the contractors to be as follows:—

Total number of round voyages run by Allan steamers, 28; Canadian Pacific Railway Steamers, 22.

Number of passengers carried by Allan steamers east, 13,075; west, 30,356; total, 43,431.

Number of passengers carried by Canadian Pacific Railway steamers east, 6,686; west, 10,278; total, 16,964.

Tons of freight carried by Allan steamers east, 57,487; west, 52,121; total, 109,608.

Tons of freight carried by Canadian Pacific Railway steamers east, 25,220; west, 27,661; total, 52,881.

Total amount of subsidy paid to the contractors for services rendered during the same period was \$412,542.47.

154.

This service as at present run, is under terms of a contract entered into with Messrs. Furness, Withy & Company, Limited, of West Hartlepool, England, bearing date May 1, 1907, and which expires on March 31, 1908. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors, having prior to the first day of April last past, placed on a route between the city or port of Halifax in the province of Nova Scotia and the city or port of St. John's in Newfoundland and the port of Liverpool in England, their steamers the *Ulunda*, the *Dahome* and the *Annapolis*, and having from such date maintained and will continue to maintain until the 31st day of March in the year 1908, by means of the said steamers, or with such other steamers as may be approved by the Minister, a regular service between the cities and ports aforesaid, sailing from and returning to each of the terminal ports of Halifax and Liverpool aforesaid, at regular intervals of not less frequency than once in every seventeen days, and on such fixed dates as may be sanctioned by the Minister, calling on all voyages both outward and inward at the port of St. John's, in Newfoundland.

2. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns a subsidy at the rate of twenty thousand dollars (\$20,000) payable as follows:—

One half, or ten thousand dollars (\$10,000) on the first day of October next following the date of these presents, and the balance, ten thousand dollars (\$10,000) on the completion of the service on the first day of April, 1908.

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' Provided, however, that it is the true intent and meaning of these presents that no amount or instalment of subsidy shall be payable or be paid at any time, unless it appears to the satisfaction of the Minister that up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and that all provisions and stipulations as to freight and freight rates and dates of sailing have been in all respects faithfully observed and carried out, according to the true intent and meaning of these presents; and it is understood and agreed to be a further condition of these presents that the contractors shall at least two weeks prior to the first sailing under this contract, furnish to the Minister time-tables showing the proposed sailings, and upon the same being approved by the Minister, they shall be duly advertised in such manner as he may direct; and it is also agreed that in case either of the steamers herein named, or a substituted steamer sanctioned by the Minister, does not sail from a terminal port as herein specified within three days of the date fixed by such time-tables, there shall be deducted from the amount of subsidy payable for such voyage a sum equal to one-tenth of the amount otherwise payable for the performance of such voyage, and so in proportion for further delays or failure to sail from such terminal port. Provided, however, that the Minister may authorize any vessel to sail either at an earlier or a later date than that specified in such time-tables should he for any reason deem it advisable to do so: It being understood and agreed that, in the event of any of the said steamers being at any time so disabled as to be obliged to be docked for repairs, the failure to perform the terms of this contract owing to such accident and for the time reasonably occupied in the repair of the damaged steamer, shall not be taken as a default or breach of the stipulations of this contract, or subject the contractors to deductions as above from the amount of subsidy, if any, payable for any voyage delayed in consequence of such docking for repairs, but there shall be no claim for, nor payment of, any subsidy in respect of any voyage not actually performed.

4. The contractors shall at least three weeks prior to the first sailing under this contract furnish to the minister a schedule of the freight rates proposed to be charged between the different ports on both east and westbound trips, which schedule shall be subject to the approval of the minister, and after being approved by him shall not be changed except with his consent; and the minister may at any time, if he deem it advisable, fix the maximum rates to be charged on any article or class of goods; and the contractors shall carry between the ports hereinbefore named, on all voyages of the said steamships employed under the terms of this contract, all passengers or freight that may be offered or that can reasonably be procured, at rates which shall not be in excess of such maximum rates as fixed by the minister, should he deem it advisable to so fix such maximum rates, and in no case shall any discrimination be made as regards rates, or otherwise, directly or indirectly against Canadian merchants or shippers who shall always have precedence for their freight and goods over all other merchants and shippers; and it is agreed and understood that the freight rates on east-bound trips, sailing from Halifax as hereinbefore provided, on through bills of lading, to Liverpool from any place in the Provinces of Ontario and Quebec or from any Canadian points farther west, shall in no case be greater than from the same place to Liverpool via any United States route or port; and on west-bound trips the rates from Liverpool to any place in Ontario or Quebec or other Canadian points farther west, shall be as favourable as via any United States route or port to the same place; and it is further understood and agreed that the said steamers shall not carry between the ports of Halifax and Liverpool aforesaid, on any voyage run under the terms of this contract, either deals or lumber or timber to a greater extent than fifty per cent of the total quantity of the cargo carried on such voyage, and such quantity only in case other Canadian products are not offering or cannot be obtained. Provided, however, that in the event of other cargo not being obtainable, satisfactory evidence of that fact being furnished to the minister, then the contractors shall be allowed to make up the balance of the cargo with deals, boards or timber.

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6. 'The contractors shall, during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal port or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal port or ports of call above referred to; and the expense of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.

The steamers employed in this service are as follows:—

SS. *Annapolis* built at Flensburg in 1888 of steel and registered at West Hartlepool in 1906; length, 284 feet; breadth, 36 feet; depth, 24 feet 3 inches; net tonnage, 1,290; gross tonnage, 2,057; capacity, 2,500; 265 nominal horse-power; speed, 12½ knots.

SS. *Ulunda* built at Linthouse in 1885 of iron and registered at West Hartlepool in 1898; length, 275 feet; breadth, 35 feet; depth, 15 feet 4 inches; net tonnage, 1,096; gross tonnage, 1,717; capacity, 2,200; 207 nominal horse-power; speed 11½ knots.

SS. *Dahome* built at Wallsend in 1891 of steel and registered at West Hartlepool in 1898; length, 300 feet 6 inches; breadth, 41 feet; depth, 21 feet 6 inches; net tonnage, 1,552; gross tonnage, 2,470; capacity, 3,050; 330 nominal horse-power; speed, 12 knots.

SS. *London City* built at Linthouse in 1882 of iron and registered at West Hartlepool in 1902; length, 324 feet 5 inches; breadth, 38 feet; depth, 23 feet 8 inches; net tonnage, 1,509; gross tonnage, 2,367; capacity, 3,625; 324 nominal horse-power; speed, 12 knots.

SS. *Almeriana* built at Middlesborough in 1889 of steel and registered at West Hartlepool in 1906; length, 324 feet 8 inches; breadth, 40 feet 2 inches; depth, 25 feet 1 inch; net tonnage, 1,824; gross tonnage, 2,906; capacity, 4,000; 349 nominal horse-power; speed, 12 knots.

SS. *Evangeline* built at Linthouse in 1891 of steel and registered at West Hartlepool in 1902; length, 305 feet; breadth, 39 feet; depth, 23 feet 3 inches; net tonnage, 1,417; gross tonnage, 2,266; capacity, 3,400; 306 nominal horse-power; speed, 12 knots.

SS. *Halifax City* built at Hoboken, Antwerp, in 1894 of steel and registered at West Hartlepool in 1906; length, 321 feet; breadth, 40 feet 2 inches; depth, 17 feet 3 inches; net tonnage, 1,562; gross tonnage, 2,464; capacity, 3,500; 315 nominal horse-power; speed, 12 knots.

The distance between Halifax and Liverpool is 2,453 miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows:—

Number of trips run inward, 23; outward, 27; total, 50.

Total number of miles run, 128,150.

Number of passengers carried inward, 215; outward, 138; total, 353.

Tons of freight carried inward, 14,466; outward, 51,366; total, 65,832.

The amount of subsidy paid for services rendered during the same period was \$13,750.

155.

This service is performed by Messrs. Donaldson Bros., of Glasgow, represented by their duly authorized agent, Mr. Robert Reford, partner in the firm of Robert Reford & Company, Limited, of Montreal, and is a winter service only, being run under terms of a contract bearing date November 7, 1907, for one season only. The principal terms of the contract, aside from those common to all contracts, are as follows:—

1. 'The contractors owning and controlling the steamships *Concordia*, *Alcides*, *Lakonia*, *Tritonia* and *Salacia*, all of which are guaranteed by the contractors as rating at Lloyds 100 A1, will place such steamships, and if necessary in order to fulfil the terms of this contract, other steamers of like class and capacity on a route between the port of Glasgow in Scotland and the port of St. John in the province of New Brunswick, and will maintain therewith during the winter season of 1907-1908 a regular weekly service between the said ports, commencing in the month of November instant and continuing until not more than twenty complete round trips have been run prior to the 30th day of April next following the date of these presents, sailing from and returning to each of the ports aforesaid at regular intervals, and on such fixed dates as may be sanctioned by the Minister, such dates to be advertised at least twenty days in advance of sailings. Each of the said steamers while employed as aforesaid, shall be run at an average speed of not less than ten knots per hour, extraordinary weather excepted.

2. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractor and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy at the rate of seven hundred and fifty dollars (\$750.00) for each round trip from Glasgow to St. John aforesaid and return therefrom to Glasgow, duly performed, aggregating for the twenty round trips, if run and fully completed under the terms of section 1 hereof, fifteen thousand dollars (\$15,000), or in like proportion for any lesser number of trips so run and completed prior to the 30th day of April aforesaid; such subsidy to be payable in three instalments: the first of seven thousand five hundred dollars (\$7,500) on the completion of ten full round trips regularly run in compliance with the terms of this agreement; the second at the above rate per round trip for all additional trips regularly run in compliance with the terms of this agreement prior to the first day of April aforesaid; and the balance on the completion of the service herein contracted for or as soon thereafter as funds are available for the purpose;

'Provided, however, that it is the true intent and meaning of these presents that no amount or instalment of subsidy shall be payable or be paid at any time, unless it appears to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and that all provisions and stipulations as to freight and freight rates and dates of sailing have been in all respects faithfully observed and carried out, according to the true intent and meaning of these presents; and it is understood and agreed to be a further condition of these presents that the contractors shall at least two weeks prior to the first sailing under this contract furnish to the minister time-tables showing the proposed sailings, and upon the same being approved by the minister, they shall be duly advertised in such manner as he may direct; and it is also agreed that in case either of the steamers herein named, or a substituted steamer sanctioned by the minister, does not sail from a terminal port as herein specified within two days of the date fixed by such time-tables, there shall be deducted from the amount of subsidy payable for such voyage a sum equal to one-tenth of the amount

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otherwise payable for the performance of such voyage, and so in proportion for further delays or failure to sail from such terminal port. Provided, however, that the minister may authorize any vessel to sail either at an earlier or a later date than that specified in such time-tables, should he for any reason deem it advisable to do so: It being understood and agreed that, in the event of any of the said steamers being at any time so disabled as to be obliged to be docked for repairs, the failure to perform the terms of this contract owing to such accident and for the time reasonably occupied in the repair of the damaged steamer, shall not be taken as a default or breach of the stipulations of this contract, or subject the contractors to deductions as above from the amount of subsidy, if any, payable for any voyage delayed in consequence of such docking for repairs, but there shall be no claim for nor payment of any subsidy in respect of any voyage not actually performed.

4. 'The contractors shall at least three weeks prior to the first sailing under this contract furnish to the minister a schedule of the freight rates proposed to be charged between the different ports on both east and west bound trips, which schedule shall be subject to the approval of the minister, and after being approved by him shall not be changed except with his consent: and the minister may at any time, if he deem it advisable, fix the maximum rates to be charged on any article or class of goods: and the contractors shall carry between the ports hereinbefore named, on all voyages of the said steamships employed under the terms of this contract, all passengers or freight that may be offered or that can reasonably be procured, at rates which shall not be in excess of such maximum rates as fixed by the minister, should he deem it advisable to so fix such maximum rates, and in no case shall any discrimination be made as regards rates, or otherwise, directly or indirectly, against Canadian merchants or shippers who shall always have precedence for their freight and goods over all other merchants and shippers; and it is agreed and understood that the freight rates on east-bound trips, sailing from St. John, New Brunswick, as hereinbefore provided, on through bills of lading to Glasgow, Scotland, from any place in the provinces of Ontario and Quebec, or from any Canadian points farther west, shall in no case be greater than from the same place to Glasgow, via any United States route or port; and on west-bound trips the rates from Glasgow to any place in Ontario or Quebec or other Canadian points farther west, shall be as favourable as via any United States route or port to the same place; and it is further understood and agreed that the said steamers shall not carry between the ports of St. John and Glasgow aforesaid, on any voyage run under the terms of this contract, either deals or lumber or timber to a greater extent than fifty per cent of the total quantity of the cargo carried on such voyage and such quantity only in case other Canadian products are not offering or cannot be obtained. Provided, however, that in the event of other cargo not being obtainable, satisfactory evidence of that fact being furnished to the minister, then the contractors shall be allowed to make up the balance of the cargo with deals, boards or timber.

6. 'The contractors shall, during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The steamers employed in this service are as follows:—

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SS. *Alcides* built at Yoker in 1886 of steel and registered at Glasgow in the same year; length, 340 feet; breadth, 42 feet; depth, 30 feet; net tonnage, 2,181; gross tonnage, 3,421; capacity, 4,250; 360 nominal horse-power; speed, 12½ knots.

SS. *Parthenia* built at Hartlepool in 1901 of steel and registered at Glasgow in the same year; length, 400 feet; breadth, 52 feet; depth, 29 feet 3 inches; net tonnage, 3,310; gross tonnage, 5,160; capacity, 7,550; 489 nominal horse-power; speed, 12 knots.

SS. *Marina* built at Hartlepool in 1900 of steel and registered at Glasgow in the same year; length, 400 feet; breadth, 52 feet; depth, 29 feet 2 inches; net tonnage, 3,322; gross tonnage, 5,204; capacity, 7,425; 510 nominal horse-power; speed, 12 knots.

SS. *Cassandra* built at Greenock in 1906 of steel and registered at Glasgow in the same year; length, 455 feet; breadth, 53 feet 2 inches; depth, 29 feet; net tonnage, 4,726; gross tonnage, 7,396; capacity, 7,200; 862 nominal horse-power; speed, 14 knots.

SS. *Lakonia* built at Govan in 1899 of steel and registered at Glasgow in the same year; length, 401 feet 7 inches; breadth, 49 feet 2 inches; depth, 28 feet; net tonnage, 3,046; gross tonnage, 4,686; capacity, 6,378; 520 nominal horse-power; speed, 12½ knots.

SS. *Salacia* built at Whiteinch in 1895 of steel and registered at Glasgow in 1898; length, 390 feet; breadth, 46 feet; depth, 20 feet 6 inches; net tonnage, 2,636; gross tonnage, 4,134; capacity, 5,008; 501 nominal horse-power; speed, 13 knots.

SS. *Kastalia* built at Govan in 1897 of steel and registered at Glasgow in the same year; length, 377 feet; breadth, 46 feet 6 inches; depth, 18 feet 8 inches; net tonnage, 2,562; gross tonnage, 4,039; capacity, 6,265; 395 nominal horse-power; speed, 11 knots.

SS. *Athenia* built at Barrow in 1904 of steel and registered at Glasgow in the same year; length, 478 feet; breadth, 56 feet 6 inches; depth, 36 feet 6 inches; net tonnage, 5,113; gross tonnage, 9080; capacity, 8,938; 855 nominal horse-power; speed, 14 knots.

SS. *Tritonia* built at Partick in 1893 of steel and registered at Glasgow in the same year; length, 389 feet; breadth, 46 feet 1 inch; depth, 28 feet; net tonnage, 2,720; gross tonnage, 4,272; capacity, 5,800; 411 nominal horse-power; speed, 12 knots.

The distance between St. John and Glasgow is given as 2,630 miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows :—

Number of trips run westbound, 19; eastbound, 17.

Number of passengers carried westbound, 1,764; eastbound, 91; total, 1,855.

Tons of freight carried westbound, 39,980; eastbound, 47,511; total, 87,491.

The amount of subsidy paid for services rendered during the same period was \$8,500.

This service is performed under terms of a contract entered into on September 6, 1907, with the Ulster Steamship Company, Limited, of Belfast, Ireland, represented in Canada by Messrs. McLean, Kennedy & Company, of Montreal, who run what is known as the Head Line of steamers. It is a winter service only, sailing from St. John, N.B., to Belfast or Dublin at regular intervals, averaging two sailings each month until ten complete round trips have been run.

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The principal provisions of the contract, aside from those common to all contracts, are as follows:--

1. 'The contractors, owning and controlling the steamships *Rathlin Head*, *Carrigan Head*, *Bray Head*, *Ramore Head*, *Inishowen Head*, *Bengore Head*, *Torr Head*, *Malin Head*, *Glen Head*, *Teelin Head*, *Dunmore Head*, *Howth Head* and *Glenarm Head* of the Head Line, all of which are guaranteed as rating at Lloyds 100 A1, will, in the month of December next after the date of these presents, or earlier, place such of said steamers as may be necessary to fulfil the terms of this agreement, on a route between the port of St. John, N.B., and the ports of Belfast and Dublin in Ireland, and will maintain therewith during the winter season of 1907 and 1908 a service averaging not less than two sailings each month between the said ports, sailing from Belfast or Dublin for St. John aforesaid and returning thereto, sailing from St. John at regular intervals on such fixed dates as may be sanctioned by the Minister, such dates to be advertised at least twenty days in advance of sailings, until not more than ten round trips have been run and completed prior to the opening of navigation on the River St. Lawrence in the spring of 1908. Each of the said steamers while employed as aforesaid shall on all eastbound voyages be run at an average speed of not less than ten knots an hour, extraordinary conditions of the weather excepted. It is understood and agreed that the said steamers are not to call at any intermediate or other port either on the westward or eastward voyages while employed under the terms of this contract, except when on westbound voyages at a port in Great Britain for bunkering purposes, or for cargo transportation to St. John's, Newfoundland, or to a Canadian port other than the port of St. John, N.B., aforesaid, the transportation of such cargo, and the calling at ports other than St. John, N.B., subject to revocation at the will of the minister; it being understood and agreed that the port of St. John, N.B., shall in all cases be the terminal port on all westbound voyages, and the last port of departure on all eastbound voyages.

2. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for Himself, His Heirs and Successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns a subsidy at the rate of seven hundred and fifty dollars (\$750.00) for each round trip duly performed from Belfast and Dublin to St. John aforesaid and return therefrom to Belfast or Dublin, aggregating for the ten round trips hereinbefore referred to, the sum of seven thousand and five hundred dollars (\$7,500.00); such subsidy to be payable in two instalments, the first of three thousand dollars (\$3,000) on completion of four full round trips regularly run in compliance with the terms of this agreement, and the balance on the completion of the service contracted for.

6. 'Provided, however, that it is the true intent and meaning of these presents that no amount or instalment of subsidy shall be payable or be paid at any time, unless it appears to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and that all provisions and stipulations as to freight and freight rates and dates of sailing have been in all respects faithfully observed and carried out, according to the true intent and meaning of these presents; and it is understood and agreed to be a further condition of these presents that the contractors shall at least two weeks prior to the first sailing under this contract, furnish to the minister time-tables showing the proposed sailings, and upon the same being approved by the minister, they shall be duly advertised in such manner as he may direct; and it is also agreed that in case either of the steamers herein named, or a substituted steamer sanctioned by the minister, does not sail from a terminal port as herein specified within two days of the date fixed by such time-tables, there shall be deducted from

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the amount of subsidy payable for such voyage a sum equal to one-tenth of the amount otherwise payable for the performance of such voyage, and so in proportion for further delays or failure to sail from such terminal port. Provided, however, that the minister may authorize any vessel to sail either at an earlier or a later date than that specified in such time-tables should he for any reason deem it advisable to do so: It being understood and agreed that, in the event of any of the said steamers being at any time so disabled as to be docked for repairs, the failure to perform the terms of this contract owing to such accident and for the time reasonably occupied in the repair of the damaged steamer, shall not be taken as a default or breach of the stipulations of this contract, or subject the contractors to deductions as above from the amount of subsidy, if any, payable for any voyage delayed in consequence of such docking for repairs, but there shall be no claim for nor payment of any subsidy in respect of any voyage not actually performed.

4. 'The contractors shall at least three weeks prior to the first sailing under this contract furnish to the minister a schedule of the freight rates proposed to be charged between the different ports on both east and west bound trips, which schedule shall be subject to the approval of the minister, and after being approved by him shall not be changed except with his consent; and the minister may at any time, if he deem it advisable, fix the maximum rates to be charged on any article or class of goods; and the contractors shall carry between the ports hereinbefore named, on all voyages of the said steamships employed under the terms of this contract, all passengers or freight that may be offered or that can reasonably be procured, at rates which shall not be in excess of such maximum rates as fixed by the minister, should he deem it advisable to so fix such maximum rates, and in no case shall any discrimination be made as regards rates, or otherwise, directly or indirectly against Canadian merchants or shippers who shall always have precedence for their freight and goods over all other merchants and shippers; and it is agreed and understood that the freight rates on east-bound trips, sailing from St. John as hereinbefore provided, on through bills of lading to Dublin or Belfast from any place in the Provinces of Ontario and Quebec or from any Canadian points farther west, shall in no case be greater than from the same place to Dublin or Belfast via any United States route or port; and on west-bound trips the rates from Dublin or Belfast to any place in Ontario or Quebec or other Canadian points farther west, shall be as favourable as via any United States route or port to the same place; and it is further understood and agreed that the said steamers shall not carry between the ports of St. John and Dublin or Belfast aforesaid, on any voyage run under the terms of this contract, either deals or lumber or timber to a greater extent than fifty per cent of the total quantity of the cargo carried on such voyage, and such quantity only in case other Canadian products are not offering or cannot be obtained. Provided, however, that in the event of other cargo not being obtainable, satisfactory evidence of that fact being furnished to the minister, then the contractors shall be allowed to make up the balance of the cargo with deals, boards or timber.

6. 'The contractors shall, during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal port or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal port or ports of call above referred to; and the expense of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.

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The steamers employed on this service during the calendar year 1907, were as follows:—

SS. *Inishowen Head* built at Belfast in 1886 of steel and iron and registered at the same place in the same year; length, 341 feet 6 inches; breadth, 40 feet 2 inches; depth, 26 feet 4 inches; net tonnage, 1,987; gross tonnage, 3,050; capacity, 228,679; 309 nominal horse-power; speed, 11 knots.

SS. *Bengore Head* built at Glasgow in 1884 of iron and registered at Belfast in the same year; length, 324 feet; breadth, 37 feet 2 inches; depth, 17 feet 7 inches; net tonnage, 1,619; gross tonnage, 2,490; capacity, 182,418; 260 nominal horse-power; speed, 10 knots.

SS. *Dunmore Head* built at Belfast in 1889 of steel and registered at the same place in the same year; length, 302 feet 4 inches; breadth, 40 feet 2 inches; depth, 19 feet 5 inches; net tonnage, 1,447; gross tonnage, 2,230; capacity, 165,117; 258 nominal horse-power; speed, 10 knots.

There is no cold storage on these steamers.

The distance from St. John to Dublin is given as 2,550 miles; from St. John to Belfast, 2,500 miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows:—

Total number of round trips run, 8.

Total number of miles run, 40,400.

There are no passengers carried on these steamers.

Total tons of freight carried, 26,039.

The amount of subsidy paid for services rendered during the same period was \$4,500.

157.

This service is run the year round by Messrs. Furness, Withy & Company, Limited, between St. John, N.B., Halifax, N.S., and London, and by the Canadian Pacific Railway Company between the months of November and April between St. John, N.B., and London, England, and calling on all eastbound voyages at Halifax, and on all westbound voyages at Antwerp.

The contract with Messrs. Furness, Withy & Company, Limited, bears date May 1, 1907, and expires March 31, 1908. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors having prior to the first day of April last past placed on the route between St. John, N.B., and London, G.B., calling on all voyages both outward and inward at Halifax, N.S., a sufficient number of steamers to run the service as hereinafter provided, and having with such steamers maintained from such date and will continue to maintain until the thirty-first day of March next following the date of these presents, a regular service between the said ports, sailing from the terminal ports at regular intervals of not over fifteen days, or during the fruit-shipping season at intervals of ten days if so required by the Minister.

2. 'The steamers while run under this contract shall be such as are approved by the minister, and no steamer shall be employed until sanctioned by the minister, and all such steamers shall be fitted with suitable accommodation for carrying perishable cargo, such as apples or other fruit, dairy produce, and other provisions without deterioration, with holds and 'tween decks provided with a thorough system of ventilation by means of the forced circulation of fresh air by electric or steam fans in such manner as to secure a uniform cool temperature. The intakes for fresh air stipulations of this contract, or subject the contractors to deductions as above from the amount of subsidy, if any, payable for any voyage delayed in consequence of such

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shall be protected by contrivances for that purpose similar to the 'Gibbs' steamship ventilators, so as to be operated in all weathers without permitting water, spray or other dampness being taken into any place where cargo is carried, and such ventilating appliances shall be operated at all times when cargo is on board. At least one of the steamers so employed shall be equipped with a refrigerating plant for the forced circulation of cool air through places where tender or early varieties of apples are carried, the space to be so cooled to be equal to from twenty-five thousand to forty thousand feet. Temperature to be maintained at between 50 and 55 degrees Fahrenheit.

3. 'The steamers while so employed shall not carry in any hold, or between any decks more than five tiers of barrels of apples or other fruit except they be stowed in such manner and with such dunnage as will relieve any tier from the weight of more than four other tiers.

4. 'The handling, loading, stowing and unloading of any fruit carried by said vessel shall be subject to and under the supervision of any officer appointed for that purpose should the minister deem it desirable.

5. 'The steamers when carrying fruit shall be run at an average speed of not less than twelve knots per hour.

6. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of twenty-five thousand dollars (\$25,000), payable as follows:—

'The sum of twelve thousand five hundred dollars (\$12,500) on the first day of October next after the date of these presents; and the balance of twelve thousand five hundred dollars (\$12,500) on the completion of the service on the first day of April, 1908.

'Provided, however, that it is the true intent and meaning of these presents that no amount or instalment of subsidy shall be payable or be paid at any time, unless it appears to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and that all provisions and stipulations as to freight and freight rates and dates of sailing have been in all respects faithfully observed and carried out, according to the true intent and meaning of these presents; and it is understood and agreed to be a further condition of these presents that the contractors shall at least two weeks prior to the first sailing under this contract furnish to the minister time-tables showing the proposed sailings, and upon the same being approved by the minister, they shall be duly advertised in such manner as he may direct; and it is also agreed that in case either of the steamers herein named, or a substituted steamer sanctioned by the minister, does not sail from a terminal port as herein specified within forty-eight hours of the date fixed by such time-tables, there shall be deducted from the amount of subsidy payable for such voyage a sum equal to one-tenth of the amount otherwise payable for the performance of such voyage, and so in proportion for further delays or failure to sail from such terminal port. Provided, however, that the minister may authorize any vessel to sail either at an earlier or a later date than that specified in such time-tables should he for any reason deem it advisable to do so: It being understood and agreed that, in the event of any of the said steamers being at any time so disabled as to be obliged to be docked for repairs, the failure to perform the terms of this contract owing to such accident and for the time reasonably occupied in the repair of the damaged steamer, shall not be taken as a default or breach of the docking for repairs, but there shall be no claim for nor payment of any subsidy in respect of any voyage not actually performed.

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8. 'The contractors shall, at least three weeks prior to the first sailing under this contract, furnish to the minister a schedule of the freight rates proposed to be charged between the different ports on both east and west bound trips, which schedule shall be subject to the approval of the minister, and after being approved by him shall not be changed except with his consent; and the minister may at any time, if he deem it advisable, fix the maximum rates to be charged on any article or class of goods; and the contractors shall carry between the ports hereinbefore named, on all voyages of the said steamships employed under the terms of this contract, all passengers or freight that may be offered or that can reasonably be procured, at rates which shall not be in excess of such maximum rates as fixed by the minister, should he deem it advisable to so fix such maximum rates, and in no case shall any discrimination be made as regards rates, or otherwise, directly or indirectly, against Canadian merchants or shippers, who shall always have precedence for their freight and goods over all other merchants and shippers; and it is agreed and understood that the freight rates on east-bound trips, sailing from St. John or Halifax, as hereinbefore provided, on through bills of lading to London from any place in the provinces of Ontario and Quebec, or from any Canadian points farther west, shall in no case be greater than from the same place to London via any United States route or port; and on west-bound trips the rates from London to any place in Ontario or Quebec, or other Canadian points farther west, shall be as favourable as via any United States route or port to the same place; and it is further understood and agreed that the said steamers shall not carry between the ports of St. John or Halifax and London aforesaid, on any voyage run under the terms of this contract, either deals or lumber or timber to a greater extent than fifty per cent of the total quantity of the cargo carried on such voyage, and such quantity only in case other Canadian products are not offering or cannot be obtained. Provided, however, that in the event of other cargo not being obtainable, satisfactory evidence of that fact being furnished to the minister, then the contractors shall be allowed to make up the balance of the cargo with deals, boards or timber.

10. 'The contractors shall, during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal port or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal port or ports of call above referred to; and the expense of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The steamers employed in this service are as follows:—

SS. *St. John City* built at Linthouse in 1891 of steel and registered at West Hartlepool in 1903; length, 305 feet; breadth, 39 feet; depth, 23 feet 3 inches; net tonnage, 1,412; gross tonnage, 2,265; capacity, 3,400; 306 nominal horse-power; speed, 12 knots.

SS. *Almeriana* built at Middlesbrough in 1889 of steel and registered at West Hartlepool in 1906; length, 324 feet 8 inches; breadth, 402 feet; depth, 25 feet 1 inch; net tonnage, 1,824; gross tonnage, 2,906; capacity, 4,000; 349 nominal horse-power; speed, 12 knots.

SS. *Erangeline* built at Linthouse in 1891 of steel and registered at West Hartlepool in 1902; length, 305 feet; breadth, 39 feet; depth, 23 feet 3 inches; net tonnage, 1,417; gross tonnage, 2,266; capacity 3,400; 306 nominal horse-power; speed, 12 knots.

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SS. *Durango* built at Sunderland in 1895 of steel and registered at the same place in the same year; length, 332 feet; breadth, 41 feet 7 inches; depth, 18 feet; net tonnage, 1,927; gross tonnage, 3,008; capacity, 4,500; 299 nominal horse-power; speed, 12 knots.

SS. *London City* built at Linthouse in 1882 of iron and registered at West Hartlepool in 1902; length, 324 feet 5 inches; breadth, 38 feet; depth, 23 feet 8 inches; net tonnage, 1,509; gross tonnage, 2,367; capacity, 3,625; nominal horse-power, 324; speed, 12 knots.

SS. *Halifax City* built at Hoboken, Antwerp, in 1894 of steel and registered at West Hartlepool in 1906; length, 321 feet; breadth, 402 feet; depth, 17 feet 3 inches; net tonnage, 1,562; gross tonnage, 2,464; capacity, 3,500; 315 nominal horse-power; speed, 12 knots.

SS. *Kanawha* built at Linthouse in 1893 of steel and registered at Liverpool in the same year; length, 370 feet; breadth, 44 feet; depth, 28 feet 6 inches; net tonnage, 2,488; gross tonnage, 3,884; capacity, 5,500; 491 nominal horse-power; speed, 12½ knots.

SS. *Rappahannock* built at Linthouse in 1893 of steel and registered at Liverpool in the same year; length, 370 feet; breadth, 44 feet; depth, 28 feet 6 inches; net tonnage, 2,490; gross tonnage, 3,884; capacity, 5,500; 485 nominal horse-power; speed, 12½ knots.

SS. *Shenandoah* built at Linthouse in 1893 of steel and registered at Liverpool in the same year; length, 370 feet; breadth, 44 feet; depth, 28 feet 6 inches; net tonnage, 2,492; gross tonnage, 3,886; capacity, 5,500; 491 nominal horse-power; speed 12½ knots.

SS. *Florence* built at Sunderland in 1889 of steel and registered at West Hartlepool in 1902; length, 293 feet 5 inches; breadth, 40 feet 2 inches; depth, 18 feet 5 inches; net tonnage, 1,609; gross tonnage, 2,492; capacity, 3,700; 220 nominal horse-power; speed, 12 knots.

The steamers, as shown under the terms of the contract, are fitted with suitable accommodation for carrying perishable cargo, with holds and 'tween decks provided with a thorough system of ventilation by means of the forced circulation of fresh air by electric or steam fans, in such manner as to secure uniform cool temperature.

The distance between St. John, N.B., and London, Eng., is 2,900 miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows :—

Number of trips run inward, 31; outward, 32.

Total number of miles run, 182,700.

Number of passengers carried inward, 3; outward, 14; total, 17.

Tons of freight carried inward, 53,160; outward, 119,198; total, 172,358.

The amount of subsidy paid for services rendered during the same period was \$19,250.

The contract with the Canadian Pacific Railway Company bears date November 20, 1907, and expires on April 30, 1908, the principal provisions of which, aside from those common to all contracts, are as follows:—

1. The contractors having during the current month of November established a service between the city or port of St. John in the Province of New Brunswick, and the port of London in England, by their steamers the *Mount Temple* of 4989 tons net register, the *Montreal* of 5552 tons net register, the *Montezuma* of 5358 tons net register and the *Lake Michigan* of 5340 tons net register, and having maintained and will continue to maintain by means of the said steamers, or with such other steamers as

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may be approved by the minister, a regular service between the cities and ports aforesaid, sailing from and returning to each of the terminal ports of St. John and London aforesaid at regular intervals and at such fixed dates as may be sanctioned by the minister, and calling on all east-bound voyages at the port of Halifax in the Province of Nova Scotia, and calling on all west-bound voyages at the port of Antwerp in Belgium; the service having commenced from London during the month of November instant, and will on the return voyage sail from St. John on or about 11th day of December proximo, and continue until the 30th day of the month of April, 1908, during which time there shall be run ten full round voyages; it being understood, however, that the minister may authorize any change or changes in the service as above defined as may not be inconsistent with the vote providing for the payment of the subsidy.

2. The contractors covenant and agree that the steamers hereinbefore mentioned or any substitute steamers run in lieu thereof shall be fitted with such sufficient cold storage appliances and space as may be required for the proper stowage and conservation of any perishable cargo carried thereon, as well as with complete and adequate ventilating shafts and machinery for the proper ventilation of all space in which may be stowed or carried fruit, vegetables or similar cargo requiring a constant supply of cool air, and that such cold storage and ventilating plant shall be in constant operation while perishable cargo, fruit or vegetables, requiring same is on board, and that the temperature in the space occupied by such cargo shall during each and all voyages be kept uniform and at such degree as may be satisfactory to the minister.

3. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for Himself, His Heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns a subsidy at the rate of fifteen hundred dollars (\$1,500) for each round trip run and completed within the time hereinbefore specified, not, however, to exceed ten such trips; payable on the first day of April next following the date hereof for all trips run and completed prior to that date; and the balance on the completion of the service or as soon thereafter as funds are available for the purpose.

'Provided, however, that it is the true intent and meaning of these presents that no amount or instalment of subsidy shall be payable or be paid at any time, unless it appears to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and that all provisions and stipulations as to freight and freight rates and dates of sailing have been in all respects faithfully observed and carried out, according to the true intent and meaning of these presents; and it is understood and agreed to be a further condition of these presents that the contractors shall at least two weeks prior to the first sailing under this contract, furnish to the minister time-tables showing the proposed sailings, and upon the same being approved by the minister, they shall be duly advertised in such manner as he may direct; and it is also agreed that in case either of the steamers herein named, or a substituted steamer sanctioned by the minister, does not sail from a terminal port as herein specified within three days of the date fixed by such time-tables, there shall be deducted from the amount of subsidy payable for such voyage a sum equal to one-tenth of the amount otherwise payable for the performance of such voyage, and so in proportion for further delays or failure to sail from such terminal port. Provided, however, that the minister may authorize any vessel to sail either at an earlier or a later date than that specified in such time-tables should he for any reason deem it advisable to do so: It being understood and agreed that, in the event of any of the said steamers being at any time so disabled as to be obliged to be docked for repairs, the failure to perform the terms of this contract owing to such accident and for the time reasonably

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occupied in the repair of the damaged steamer, shall not be taken as a default or breach of the stipulations of this contract, or subject the contractors to deductions as above from the amount of subsidy, if any, payable for any voyage delayed in consequence of such docking for repairs, but there shall be no claim for nor payment of any subsidy in respect of any voyage not actually performed.

5. The contractors shall at least three weeks prior to the first sailing under this contract furnish to the minister a schedule of the freight rates proposed to be charged between the different ports on both east and west bound trips, which schedule shall be subject to the approval of the minister, and after being approved by him shall not be changed except with his consent; and the minister may at any time, if he deem it advisable, fix the maximum rates to be charged on any article or class of goods; and the contractors shall carry between the ports hereinbefore named, on all voyages of the said steamships employed under the terms of this contract, all passengers or freight that may be offered or that can reasonably be procured, at rates which shall not be in excess of such maximum rates as fixed by the minister, should he deem it advisable to so fix such maximum rates, and in no case shall any discrimination be made as regards rates, or otherwise, directly or indirectly against Canadian merchants or shippers who shall always have precedence for their freight and goods over all other merchants and shippers; and it is agreed and understood that the freight rates on east bound trips, sailing from St. John as hereinbefore provided, on through bills of lading to London from any place in the provinces of Ontario and Quebec or from any Canadian points farther west, shall in no case be greater than from the same place to London via any United States route or port; and on west bound trips the rates from London to any place in Ontario or Quebec or other Canadian points farther west, shall be as favourable as via any United States route or port to the same place; and it is further understood and agreed that the said steamers shall not carry between the ports of St. John and London aforesaid, on any voyage run under the terms of this contract, either deals or lumber or timber to a greater extent than fifty per cent of the total quantity of the cargo carried on such voyage, and such quantity only in case other Canadian products are not offering or cannot be obtained. Provided, however, that in the event of other cargo not being obtainable, satisfactory evidence of that fact being furnished to the minister, then the contractors shall be allowed to make up the balance of the cargo with deals, boards or timber.'

The steamers employed in this service during the season 1907 were as follows:—

The ss. *Montrose*, built at Middlesbrough in 1897, of steel and registered at London the same year; length, 444 ft. 3 in.; breadth, 52 ft.; depth of hold, 27 ft. 5 in.; net tonnage, 3,968; gross tonnage, 6,278; dead weight carrying capacity, 8,220 tons; 632 nominal horse-power; speed, 12 knots.

The ss. *Lake Michigan*, built at Wallsend in 1902, of steel and registered at Liverpool the same year; length, 469 ft. 5 in.; breadth, 56 ft. 2 in.; depth of hold, 31 ft. 9 in.; net tonnage, 5,340; gross tonnage, 8,200; dead weight carrying capacity, 10,480 tons; 722 nominal horse-power; speed, 12 knots.

The ss. *Mount Temple*, built at Walker-on-Tyne, in 1901, of steel and registered at Liverpool the same year; length, 485 ft.; breadth, 59 ft.; depth of hold, 30 ft. 4 in.; net tonnage, 6,661; gross tonnage, 8,790; dead weight carrying capacity, 11,200 tons; 694 nominal horse-power; speed, 12 knots.

SS. *Montezuma*, built at Linthouse in 1899, of steel and registered at Liverpool in the same year; length, 485 ft.; breadth, 59 ft.; depth, 30 ft. 5 in.; net tonnage, 5,358; gross tonnage, 8,360; capacity, 10,900; 660 nominal horse-power; speed, 12 knots.

SS. *Montreal*, built at Wallsend in 1900, of steel and registered at Liverpool in the same year; length, 469 ft. 5 in.; breadth, 56 ft. 2 in.; depth, 31 ft. 9 in.; net tonnage, 5,552; gross tonnage, 8,664; capacity, 10,600; 702 nominal horse-power; speed, 12 knots.

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The distance between London and St. John via Antwerp is given as 3,002 miles; between St. John and London via Halifax, 2,959 miles. These distances are approximate.

The traffic during the calendar year 1907 is stated by the contractors to be as follows:—

Number of voyages run, west 9; east 11.

Total number of miles run, 50,144.

Number of passengers carried, west 8,212; east, 4,197; total, 12,409.

Tons of freight carried, west 39,328; east 61,123; total, 100,451.

The amount of subsidy paid for services rendered during the same period was \$15,000.

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This service is run by the Dominion Atlantic Railway Company of Kentville, N.S., under terms of a contract bearing date May 1, 1907, and which expires on March 31, 1908, the principal provisions, aside from those common to all contracts, being as follows:—

1. 'The contractors having prior to the first day of April last past placed their steamer the *Prince Rupert* on the route between the city of St. John, in the province of New Brunswick, and Digby, in the province of Nova Scotia, and having from that date maintained and will continue to carry on and maintain by means of the said steamer, or a substitute steamer of equal class and capacity approved by the minister, for and during the period of one year from the said first day of April, a regular and uninterrupted service between the ports or places hereinbefore named, making full round daily trips from St. John to Digby and return to St. John (Sundays excepted) connecting each day with trains at St. John; and especially is it understood and agreed on the part of the contractors that on all trips from Digby to St. John the steamer shall arrive at St. John in ample time for passengers and mails westward bound to connect with the afternoon train via the Canadian Pacific Railway for Montreal.

2. 'It is understood and agreed that if during the continuance of this contract other trips are made than as above specified, all mails tendered shall be carried without any additional remuneration than the subsidy herein provided for.

3. 'This contract shall remain in force and have effect for one year from the first day of April, as aforesaid, provided, however, that the same shall be subject to renewal or continuance for another year at the option of the minister.

4. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for Himself, His Heirs and Successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, He will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of twenty thousand dollars (\$20,000) which subsidy shall be payable quarterly, that is to say, as follows:—

During the month of July next following the date of these presents five thousand dollars (\$5,000), or such portion thereof as shall have been earned on the basis of daily trips. On the first day of each of the months of October, January and April next following, a like sum of five thousand dollars (\$5,000), and a like subsidy payable in like manner for another year's services should the minister elect to continue this contract for another year as provided for in section three (3) as above.

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Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount of instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

6. 'The contractors shall, during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The steamers employed on the service are as follows:—

The ss. *Prince Rupert*, built at Dumbarton in 1894, of steel, and registered at London the same year; length, 268 feet; breadth, 32 feet 2 inches; depth of hold, 11 feet 6 inches; net tonnage, 620; gross tonnage, 1,158; 260 nominal horse power; speed, 15 knots.

The ss. *Yarmouth*, built at Dumbarton in 1887, of steel, and registered at Yarmouth, N.S., in 1892; length, 226 feet 6 inches; breadth, 35 feet 2 inches; depth of hold, 11 feet 9 inches; net tonnage, 725; gross tonnage, 1,452; 219 nominal horse power; speed, 14 knots.

The distance given between St. John and Digby is 47 miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows:—

| | |
|---|-------------|
| Total number of round trips run.. | 258 |
| Total number of miles run.. | 24,252 |
| Total number of passengers carried.. | 27,068 |
| Total tons of freight carried.. | 21,285 |
| The amount of subsidy paid for services rendered during the same period was. | \$16,245.29 |

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There are two services run under this vote, viz., from St. John and Halifax to Georgetown, Demerara; and from Halifax to Jamaica via Bermuda.

The Demerara service is run under terms of a contract entered into with Messrs. Pickford & Black, of Halifax, N.S., bearing date June 20, 1906, and which expires on June 30, 1910. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors shall, on the first day of July next after the date of these presents, place upon the route between the port of St. John, in the province of New Brunswick, and the port of Halifax, in the province of Nova Scotia, as ports of departure in the Dominion of Canada, and Georgetown, in British Guiana, as the port of arrival, a sufficient number of steamers of the class and description hereinafter defined in clause 4, to perform, and with the said steamers, will, for the space of four years from that date, perform the following service—

Sailing one vessel in each twelve days from the port of St. John, in the province of New Brunswick, to the port of Halifax, in Nova Scotia, and thence on the first trip to Georgetown, in British Guiana, making the trip within fourteen days, calling on the first voyage and each alternate south-bound trip at the following ports in the order named, viz.:

1. Hamilton, in Bermuda; 2. Basseterre, in St. Kitts; 3. St. John, in Antigua; 4. Roseau, in Dominica; 5. Bridgetown, in Barbados; 6. Port of Spain, in Trinidad.

And upon the return voyage from Georgetown, in British Guiana, to Halifax and St. John, calling at:

1. Port of Spain, in Trinidad; 2. Bridgetown, in Barbados; 3. Castries, in St. Lucia; 4. Roseau, in Dominica; 5. St. John, in Antigua; 6. Basseterre, in St. Kitts; 7. Hamilton, in Bermuda.

And calling on the following or second trip and every alternate southbound trip at:

1. Hamilton in Bermuda; 2. Plymouth in Montserrat; 3. Castries in St. Lucia; 4. Kingstown in St. Vincent; 5. Bridgetown in Barbados; 6. Port of Spain in Trinidad;

And upon the return voyage from Georgetown in British Guiana calling at:—

1. Port of Spain, in Trinidad; 2. Bridgetown in Barbados; 3. Kingston in St. Vincent; 4. Castries in St. Lucia; 5. Roseau in Dominica; 6. Plymouth in Montserrat; 7. St. John in Antigua; 8. Basseterre in St. Kitts; 9. Hamilton in Bermuda.

The order of calling as above not to be altered except with the previous consent of His Majesty's Government and of the Canadian Government.

The two governments to have the right at any time to require the contractors to revert to the heretofore existing fortnightly service on giving six months' notice of such requirement, that is to say: sailing every fourteen days from St. John for Halifax and calling on the first and each alternate southbound trip at Bermuda, St. Kitts, Antigua, Montserrat, Dominica, St. Lucia, Barbados, St. Vincent, Grenada to Port of Spain in Trinidad; and upon the return voyage from Trinidad to Halifax or St. John to call at the same ports in the inverse order as given above; and on the next following and each alternate trip to sail from St. John and Halifax for Georgetown in British Guiana, calling on all voyages at Bermuda, St. Lucia and Barbados to Port of Spain in Trinidad, making the voyage within eleven days, and thence continuing to Georgetown in British Guiana, calling at Scarborough in Tobago, completing the trip within fourteen days; and upon the return voyage from Georgetown in British Guiana to Halifax or St. John, calling at the following ports in order as follows: Tobago, Trinidad, Barbados, St. Vincent, St. Lucia, Dominica, Montserrat, Antigua, St. Kitts and Bermuda; and continuing trips as defined alternately to Port of Spain in Trinidad and Georgetown in British Guiana, sailing from St. John and Halifax at regular intervals of fourteen days each.

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2. 'It is understood and agreed that all other specifications and requirements in this contract contained shall apply equally to the twelve-day service or to the fortnightly service should it be reverted to.

3. 'Subject to the provisions hereinafter contained, every steamer making any voyage as hereinbefore defined shall commence and complete the same and shall arrive at and leave the said intermediate ports respectively at such times as shall be specified in a time table to be previously submitted by the contractors and approved by the minister; and each southbound voyage shall be completed within fourteen days of its commencement under a penalty as hereinafter defined for each day or part of a day in excess of the fourteen days to be occupied in such voyage. Before the commencement of the service the contractors shall furnish the draft of the said timetable to the minister for his approval, and when the same shall have been so approved, the contractors shall publish it at such times and places and in such manner as the minister may from time to time require. During the continuance of this contract no alterations shall be made in the said time table unless the same shall have been approved in writing by the minister and published at such times and places and in such manner as he may require.

4. 'The steamers employed in this service shall be British vessels of not less than 1,000 tons register, and shall be good, substantial and efficient steam vessels of adequate power and speed, and supplied with first-rate proper steam engines, and in all respects suited to the performance of the service, and shall be capable of maintaining and shall maintain, when employed on this service, an average speed of not less than ten knots an hour, and shall also be provided with proper accommodation for at least forty first-class passengers and such second-class and deck passengers as the traffic may require, and shall be fitted with all necessary appliances for the reception, stowage and carriage of cargo.

6. 'The contractors shall, during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers, by or on behalf of or under direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to outside of Canada, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expense of carrying such mails from the post offices to the steamers and from the steamers to the post offices at the terminal ports and at the ports of call shall be borne by the contractors who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy hereinafter mentioned or provided for; this will not, however, preclude the payment of subsidies in aid of the service by the different British colonies at which calls are made.

10. 'The contractors shall submit for approval maximum rates for passengers and freight to and from the West Indies to the Government of Canada and to the Secretary of State for the Colonies, and shall carry on each steamer running under this contract according to its capacity, both on outward and homeward voyages, all freight and passengers which may be reasonably offered or obtained, and at such tariff rates both as to passengers and freights so submitted and approved. No discrimination shall be made as regards rates or otherwise, directly or indirectly, against Canadian, British or British West Indian merchants and shippers, who shall always have preference for freight and goods over all other merchants and shippers; and the contractors shall immediately upon the completion of each trip furnish to the minister full and complete copies of the manifests of the cargo and passenger lists carried on the said steamer performing such trip on its outward and homeward voyages, certified by the proper officers of customs, as well as copies of the logs and sailing charts duly

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certified by the master of the steamer, and also such other documents, information and evidence as may be reasonably required by the minister to show the volume, extent and value of the trade carried on by the said steamers, and such other customs certificates, documents and evidence as may be necessary or as may be reasonably required by the minister to prove the performance of the services herein contracted for, and to enable the minister to judge as to whether this contract is being carefully and faithfully carried out and performed; and the furnishing of such certificates, documents and information and evidence, as hereinbefore specified, shall be a condition precedent to the payment of the subsidy hereinafter provided for or any portion thereof; a further return of the passengers and freight carried each way to be furnished annually by the contractors, for the information of His Majesty's Government and of the Government of Canada.

12. 'The steamers employed in carrying out the provisions of this contract shall not on any of their voyages either outwards or homewards call at any port in the United States of America.

16. 'An extra cargo steamer, or extra cargo steamers, to meet the requirements of the trade shall be provided by and at the cost of the contractors during the crop time in the West Indies, if sufficient cargo is afforded, to run from the West Indian Islands served under this contract, and also from the Island of Nevis to Halifax.

17. 'It is understood that if either of the said steamers shall be, by peril of the sea or other unavoidable casualty, lost, destroyed or temporarily disabled from performing the voyages herein agreed to be performed according to the true intent and meaning of these presents, the contractors may in such case, as soon as reasonably may be having regard to the circumstances, replace the said steamer by another of equal class, speed, equipment, character and capacity to the satisfaction and approval of the minister, in case the said steamer has been only temporarily disabled, and continue the service herein contracted for with such substituted or repaired steamer with as little delay as possible under all circumstances; provided, however, that there shall be no payment of any subsidy in respect of any voyage not actually performed.

18. 'And His Majesty for himself, his heirs and successors, hereby covenants to and with the contractors, their executors, administrators and assigns, that the said contractors, well and faithfully performing all and every the covenants, agreements and stipulations hereinbefore and hereinafter set forth and contained, will well and truly pay or cause to be paid to the contractors, their heirs, administrators or assigns, during the continuance of this contract, an annual subsidy of the sum of sixty-five thousand and seven hundred dollars (\$65,700) from and out of the consolidated fund or other proper moneys of the Dominion of Canada, and the further sum of sixty-five thousand and seven hundred dollars (\$65,700) out of moneys provided by His Majesty's government (should the same be furnished to the government of the Dominion of Canada for such purposes, but not otherwise), payable as follows: On the last day of each month during the continuance of this contract, the sum of five thousand four hundred and seventy-five dollars (\$5,475), and a further sum of the same amount, provided the same be provided by His Majesty's government for the purpose as above mentioned, provided, however, that no such payment shall be made until it is shown to the satisfaction of the minister that all trips called for by the contract up to that time have been well and properly performed.

19. 'If and so often as the contractors shall fail to commence any of the said voyages on the day on which the same ought to be commenced, according to this contract and the said time-table, or shall fail to complete any such voyage within the period within which the same ought, according to this contract and the said time-table, to be completed, then (except in any case in which the contractors shall prove to the satisfaction of the minister that such failure has arisen from any cause wholly beyond the control of the contractors), the contractors shall pay to the minister in respect of every such failure a sum equal to one thirtieth part of the subsidy payable

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under this contract; and if any such failure shall occur thrice in any period of two calendar months, then (except as aforesaid), the minister may, by giving notice in writing to the contractors, determine this contract, but without prejudice to the rights of either party in respect of any antecedent breach thereof. All moneys which shall become payable under this clause shall be paid as liquidated damages, and not by way of penalties, and may be deducted by the minister from the subsidy, or may be recovered from the contractors by the minister on behalf of His Majesty.'

The ss. *Orinoco* was built at Flushing, of steel, in 1888, and registered at London in 1901; length, 319 ft. 9 in.; breadth, 36 ft. 7 in.; depth of hold, 23 ft. 2 in.; net tonnage, 1,550; gross tonnage, 2,486; capacity, 2,100; 57 nominal horse-power; speed, 11 knots.

SS. *Olenda*, built at Whiteinch, of steel in 1898, and registered at Liverpool in 1900; length, 345 ft.; breadth, 42 ft. 2 in.; depth of hold, 23 ft.; net tonnage, 2,905; gross tonnage, 3,171; capacity, 3,800; 300 nominal horse-power; speed, 10 knots.

SS. *Dahome*, built at Wallsend, in 1891, of steel, and registered at Hartlepool in 1898; length, 300 ft. 6 in.; breadth, 41 ft.; depth, 21 ft. 6 in.; net tonnage, 1,552; gross tonnage, 2,470; capacity, 2,400; 333 nominal horse-power; speed, 11 knots.

SS. *Oruro*, built at Glasgow in 1878, of iron, and registered at London in 1879; length, 301 ft. 5 in.; breadth, 33 ft. 2 in.; depth, 25 ft. 1 in.; net tonnage, 1,249; gross tonnage, 1,919; capacity, 1,700; 233 nominal horse-power; speed, 11 knots.

SS. *Ocamo*, built at Glasgow in 1877, of iron, and registered at London in the same year; length, 300 ft. 1 in.; breadth, 33 ft. 8 in.; depth, 25 ft.; net tonnage, 1,228; gross tonnage, 1,910; capacity, 1,700; 229 nominal horse-power; speed, 11 knots.

SS. *Sobo*, built at Whiteinch in 1899, of steel, and registered at London in the same year; length, 345 ft.; breadth, 44 ft.; depth, 23 ft. 7 in.; net tonnage, 2,313; gross tonnage, 3,652; capacity, 3,800; 370 nominal horse-power; speed, 11 knots.

In addition to the above, three steamers, the *Talisman*, *Uller* and *Parima* were employed and performed several voyages beyond those required in the contract, carrying a total cargo on all extra voyages of 7,668 tons.

The distances are given as follows: from St. John, N.B., to Demerara, B.G., 2,848 miles; from Demerara to St. John, 2,684 miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows:—

Total number of round voyages run, 30.

Total number of miles run, 165,960.

Number of passengers carried, out, 3,528; in, 2,982; total, 6,510.

Tons of freight carried, out, 62,625; in, 57,162; total, 119,787.

The amount of subsidy paid for services rendered during the same period was \$63,510.

The service between Halifax and Jamaica is run under terms of a contract with the Halifax and West India Steamship Company, Limited, of Halifax, N.S., bearing date March 21, 1907, and which expires March 31, 1908. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors having, prior to the date hereof, placed their steamer, the *Beta*, on the route between Halifax, in the province of Nova Scotia, and Kingston, in the Island of Jamaica, and will, from the first day of April next following the date hereof, with the said steamer, or some other steamer of equal capacity, to the satisfaction of the minister, maintain a regular monthly service between the said ports, sailing once in each month from Halifax aforesaid, via and calling at Bermuda and

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Turk's Island, to Kingston, in the Island of Jamaica aforesaid, returning thence and calling at Turk's Island and Bermuda to Halifax aforesaid, the voyage to be completed within one month from the day of sailing from Halifax.

2. 'The minister reserves the right to make any change or changes in the above service not inconsistent with the vote providing for the payment of the subsidy.

3. 'This contract shall continue in force until the thirty-first day of March, in the year one thousand nine hundred and eight, but shall terminate with the arrival of the steamer at Halifax which left that port in the month of March aforesaid.

4. 'The steamer *Beta* is guaranteed to be of one thousand and eighty-seven (1,087) tons registered, and the contractors having recently made improvements in ventilation to the satisfaction of the Steamboat Inspector, agree to make any further alterations in the ship required by the minister as may prove to be necessary to secure such proper ventilation as will at all times render her suitable for the carrying of fruit and other perishable commodities.

5. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for Himself, His heirs and Successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy at the rate of thirteen thousand eight hundred dollars (\$13,800) per annum, payable as follows:—on the completion of each monthly round trip ending at Halifax the sum of one thousand one hundred and fifty dollars (\$1,150).

'Provided, however, that it is the true intent and meaning of these presents that no amount or instalment of subsidy shall be payable or be paid at any time, unless it appears to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and that all provisions and stipulations as to freight and freight rates and dates of sailing have been in all respects faithfully observed and carried out, according to the true intent and meaning of these presents; and it is understood and agreed to be a further condition of these presents that the contractors shall, at least two weeks prior to the first sailing under this contract, furnish to the minister time-tables showing the proposed sailings, and upon the same being approved by the minister, they shall be duly advertised in such manner as he may direct; and it is also agreed that in case the steamer herein named, or a substituted steamer sanctioned by the minister, does not sail from a terminal port as herein specified within two days of the date fixed by such time-tables, there shall be deducted from the amount of subsidy payable for such voyage a sum equal to one-tenth of the amount otherwise payable for the performance of such voyage, and so in proportion for further delays or failure to sail from such terminal port. Provided, however, that the minister may authorize any vessel to sail either at an earlier or a later date than that specified in such time-tables should he for any reason deem it advisable to do so. It being understood and agreed that, in the event of any of the said steamers being at any time so disabled as to be obliged to be docked for repairs, the failure to perform the terms of this contract, owing to such accident and for the time reasonably occupied in the repair of the damaged steamer, shall not be taken as a default or breach of the stipulations of this contract or subject the contractors to deductions as above from the amount of subsidy, if any, payable for any voyage delayed in consequence of such docking for repairs, but there shall be no claim for nor payment of any subsidy in respect of any voyage not actually performed.

7. 'The contractors shall, during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction

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of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all the general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The ss. *Beta*, above referred to, was built at Whiteinch, of iron, in 1873, and registered at Glasgow in 1874. Her length is 235 ft. 1 in.; breadth, 28 ft. 5 in.; depth of hold, 14 ft. 7 in.; net tonnage, 677; gross tonnage, 1,087; capacity, 1,350; 226 nominal horse-power; speed, 11 knots. She is fitted with electric light and has accommodation for fifty first-class and thirty second-class passengers, besides carrying steerage. This steamer is also fitted with cold storage appliances.

The following steamers were used as substitutes or extra steamers:—

SS. *Boston*, length, 225 ft.; breadth, 33 ft. 7 in.; depth, 12 ft. 7 in.; net tonnage, 738; gross tonnage, 1,168; capacity, 2,080; 119 nominal horse-power; speed 11 knots.

SS. *Kathinka*, length, 225 ft.; breadth, 33 ft. 7 in.; depth, 12 ft. 7 in.; net tonnage, 727; gross tonnage, 1,162; capacity, 2,060; 109 nominal horse-power; speed 11 knots.

SS. *Kjeld*, length, 231 ft.; breadth, 35 ft. 3 in.; depth, 19 ft. 3 in.; net tonnage, 910; gross tonnage, 1,448; capacity, 2,600; 132 nominal horse-power; speed, 11 knots.

The distance between Halifax and Kingston, Jamaica, is given as 1,800 miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows:—

Number of trips run, out, 27; in, 26.

Total number of miles run, 103,476.

Number of passengers carried, out, 715; in, 323; total, 1,038.

Tons of freight carried, out, 29,029; in, 16,737; total, 45,766.

The amount of subsidy paid for services rendered during the same period was \$13,800.

160.

This service is in one sense run under the terms of the Act of Confederation, which provided that a steam service should be maintained between Victoria and San Francisco, which, at that time, was the only mode of travel or of transportation of mails; but for some years past the necessity for the service as a mail route has ceased to exist, as letter mails are invariably carried by rail, and it is only small quantities of newspapers and similar matter that is carried by the steamers.

The service at present is run by the Pacific Coast Steamship Company of San Francisco, represented by Messrs. R. P. Rithet & Co., Ltd., Victoria, B.C., under terms of a contract bearing date May 10, 1906, and which expires March 31, 1910. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors having, on or before the first day of July, in the year one thousand nine hundred and five, placed their steamers, the *Queen*, of 2,727 tons; the *City of Puebla*, 2,623 tons, and the *Umatilla*, of 3,069 tons register, on a route between the city or port of San Francisco aforesaid and the city or port of Victoria also aforesaid, and having therewith since that date maintained a regular service between the cities or ports aforesaid, sailing from and returning to each at intervals of not less frequency than seven days, and will continue in like manner to maintain therewith, or with such other steamers as may be approved by the minister, such service until

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the thirty-first day of March, one thousand nine hundred and ten, unless this contract is sooner terminated under the provisions of section 16 thereof, or unless the said steamers should, prior to that date, discontinue regular calls at Victoria aforesaid, in which case this contract shall thereupon determine and cease to have effect.

2. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for Himself, His Heirs and Successors, covenants with the Contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, He will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy at the rate of three thousand dollars (\$3,000) per annum, payable as follows, viz.: Three thousand dollars (\$3,000) on the first day of July next following the date of these presents; two thousand two hundred and fifty dollars (\$2,250) on the first day of April in the year of one thousand nine hundred and seven; and three thousand dollars on each succeeding first day of April occurring during the further continuance of this contract.

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

4. 'The contractors shall, during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf of or under the direction of the Postal Authorities of Canada, or of those at the terminal port or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal port or ports of call above referred to; and the expense of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The steamers employed in this service during the calendar year 1907, were as follows:—

SS. *City of Puebla*, length, 320 feet 6 inches; breadth, 38 feet 6 inches; depth, 26 feet 3 inches; net tonnage, 1,713; gross tonnage, 2,624; capacity, 1,800; 477 nominal horse-power; speed, 14 knots.

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SS. *Governor*, length, 391 feet; breadth, 48 feet; depth, 19 feet 7 inches; net tonnage, 2,401; gross tonnage, 5,217; capacity, 2,500; 601 nominal horse-power; speed, 14 knots.

SS. *President*, length, 391 feet; breadth, 48 feet; depth, 19 feet 7 inches; net tonnage, 2,393; gross tonnage, 5,217; capacity, 2,500; 601 nominal horse-power; speed, 14 knots.

SS. *Spokane*, length, 270 feet; breadth, 40 feet; depth, 17 feet 3 inches; net tonnage, 1,259; gross tonnage, 2,036; capacity, 1,500; 284 nominal horse-power; speed, 12 knots.

SS. *Umatilla*, length 310 feet; breadth, 40 feet 6 inches; depth, 22 feet; net tonnage, 2,168; gross tonnage, 3,070; capacity, 2,000; 336 nominal horse-power; speed, 13 knots.

The distance between Victoria, B.C., and San Francisco, U.S.A. is 750 miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows :—

Number of trips run south, 70; north, 67; total, 137.

Total number of miles run, 102,750.

Number of passengers carried south, 1,146; north, 902; total, 2,048.

Tons of freight carried south, 2,021; north, 4,747; total, 6,768.

The amount of subsidy paid for services rendered during the same period was \$750.

161.

This service is performed by Messrs. Pickford & Black, of Halifax, N.S. The contract bearing date August 8, 1905, expired at the close of navigation in that year, but has been renewed since from year to year, on the same terms. The principal provisions of the contract, aside from those common to all contracts, are as follows:—

1. 'The contractors having on the opening of navigation in the present season placed their steamer the *Harlaw* on the route between Halifax in the province of Nova Scotia and the west coast of the island of Newfoundland, and have since then and will continue to carry on and maintain by means of the said steamer a regular fortnightly service between Halifax and the west coast of Newfoundland, calling both going and returning at St. Peters, Grand Narrows, Baddeck, North Sydney, South Sydney, Ingonish, Neil's Harbour and Aspey Bay in Cape Breton, and at St. Paul's Island off the north coast of Cape Breton, whenever the weather will permit a vessel to call at that port, and at Channel, Bay St. George, Codroy, Bay of Islands and Bonne Bay in Newfoundland. Such service to continue uninterruptedly until fourteen complete round trips have been performed or until the close of navigation should it close before the said fourteen trips can be performed, that is to say until the ice will not permit of the running of a steamer over the route named. The time to be occupied in making each trip of the service hereby undertaken to be performed including the return to Halifax shall not exceed thirteen days.

2. 'This contract shall remain in force until the close of navigation in the present year, but shall be subject to renewal for another year at the option of the minister.

3. 'Subject to the further conditions, stipulations and reservations herein provided. His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause

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to be paid to the contractors, their successors or assigns, a subsidy not exceeding two thousand dollars (\$2,000), such subsidy to be payable as follows, that is to say: On the first day of September next following the date of these presents, a sum equivalent to one hundred and forty dollars (\$140) for each complete round trip which shall have been fully performed according to the intention of these presents previous to that date; and the balance of the subsidy shall be paid on the completion of the season's service;

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

5. 'The contractors shall during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The ss. *Harlaw* above referred to was built at Port Glasgow, in 1881, of iron, and registered at Windsor, N.S., in 1888; length, 165 feet; breadth, 24 feet 5 inches; depth, 11 feet 8 inches; net tonnage, 267; gross tonnage, 451; speed, 10 knots.

The distance between Halifax and Bonne Bay, Newfoundland, is 427 miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows :—

Number of trips run each way, 15.

Total number of miles run, 16,680.

Number of passengers carried outwards, 317; inwards, 300; total, 617.

Tons of freight carried outwards, 3,980; inwards, 2,288; total, 6,268.

The amount of subsidy paid for services rendered during the same period was \$2,000.

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162.

This service is performed by the Magdalen Island Steamship Company, Limited, of Halifax, N.S., under terms of a contract bearing date April 7, 1903, to run for a period of five years. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractor will at the earliest opening of navigation in the present year, that is to say, as soon as the ice will permit of the running of steamers over the route hereinafter named, place the steamers *Amelia* and *Lunenburg* on the route between Pictou, in the province of Nova Scotia and the Magdalen Islands in the province of Quebec, and will during the continuance of this contract carry on and maintain by means of the said steamers, in manner hereinafter provided, a regular semi-weekly service, making each week two full round trips between Pictou and the Islands aforesaid and return calling on each trip each way at the railway wharf at Souris and once each week each way at Georgetown both in the province of Prince Edward Island; and at ports in the Magdalen Islands as follows:—On all trips at Amherst Island, Point Bosse and Grindstone Island; and at Etang du Nord and Grand Entry once each week; such weekly calls to be made on alternate trips; and once each month during each of the months of June, July, August and September next following the date of this contract at Bryan Island; and in case and whenever the weather will not permit of the landing of the mails at Etang du Nord, the contractor shall land the mails from the said steamers for House Harbour and Etang du Nord at Grindstone island, and the steamers shall remain there long enough to allow such mails to be carried to House Harbour and Etang du Nord and return; calling also at such other port or ports, place or places en route as the minister may from time to time direct.

2. 'Such service shall continue regularly and uninterruptedly until the closing of navigation at Pictou aforesaid each fall or winter during the continuance of this contract, and from such closing of navigation such service shall be continued from some port in Cape Breton to such port or ports in the Magdalen Islands as the minister may approve until the closing of navigation at the Magdalen Islands, that is to say until the ice will not permit of the running of a steamer over such route; it being understood and agreed that calls at Grand Entry need not be made after the end of the month of September in each year.

'The days of the week and time of sailing from Pictou aforesaid shall be at all times subject to the approval of the minister, as well as shall be the maximum time allowed within which to complete the full round trip.

3. 'This contract shall remain in force for five years from the date hereof; and it is understood and agreed that the minister may authorize any changes in the service as above defined as may not be inconsistent with the terms of the vote providing for the payment of the subsidy.

4. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for Himself, His heirs and successors, covenants with the contractor, his successors and assigns, that the contractor and his successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractor set forth and contained, he will well and truly pay or cause to be paid to the contractor, his successors or assigns a subsidy at the rate of fifteen thousand dollars (\$15,000) per annum, such subsidy to be payable as follows, that is to say:—

On the first days of each of the months of July and October, occurring during the continuance of this contract, the sum of five thousand dollars (\$5,000), and at the close of navigation as hereinbefore defined in each year during the continuance of this contract, the further sum of five thousand dollars (\$5,000).

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'Provided, however, that in the event of failure on the part of the contractor in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route, by reason of neglect on the part of the contractor to perform the said service, or any portion thereof, then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractor shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractor of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractor, his successors and assigns.

6. 'The contractors shall during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamers, and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The ss. *Amelia* employed in this service, was built at Ayr in 1894, of steel, and registered at Magdalen islands in 1905; length 145 ft.; breadth 22 ft. 8 in.; depth 9 ft. 9 in.; net tonnage 103; gross tonnage 356; capacity 2,200 bbls.; 60 nominal horse power; speed, 11 knots.

The distance between Pictou and Magdalen islands is 145 miles, with 50 miles extra to Bryon island.

The traffic during the calendar year 1907 is stated by the contractor to be as follows:—

Total number of round trips run, 58.

Total number of miles run, 18,760.

Number of passengers carried from Magdalen, 450; to Magdalen, 430; total, 880.

Tons of freight carried from Magdalen, 2,600; to Magdalen, 3,300; total, 5,900.

The amount of subsidy paid for services rendered during the same period was \$15,000.

163.

This service is performed by the Charlottetown Steam Navigation Company, Limited, under terms of a contract bearing date the 5th October, 1905, and which expires on December 31, 1910. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors at the earliest opening of navigation over the routes hereinafter named, that is to say, in the early part of the year one thousand nine hundred and six, whenever or as soon as the ice will permit of the running of steamers between Charlottetown, in the province of Prince Edward Island, and Pictou, in the province of Nova Scotia, and between Summerside, in the province of Prince Edward Island, and Point du Chene, in the province of New Brunswick, will place their steamers the *Northumberland*, of 1,255 tons gross register, with a speed capacity of sixteen knots per hour, and the *Princess*, of 541 tons gross register, with a speed capacity of twelve and one-half knots per hour, which said steamer *Princess* shall be replaced on or before the month of June next following by another steamer now building, and as yet not named—of a greater tonnage and with more accommodation for both freight and passengers than the *Northumberland*, with a speed capacity of sixteen and one-half knots per hour—on the said routes, and will therewith or with such other steamers as may be approved by the minister carry on and maintain during the continuance of this contract a daily service between the hereinbefore named ports or places, making one full round trip each day (Sundays excepted) from Charlottetown to Pictou and return to Charlottetown; and one full round trip each day (Sundays excepted) from Summerside to Point du Chene and return to Summerside or vice versa as the minister may direct; the hours of departure and arrival of the said steamers from and at each of the ports or places hereinbefore named being at all times subject to the approval of the minister, who may at any time alter the same by giving notice thereof to the contractors; provided always that a reasonable time be allowed for the transfer of freight to and from the railways.

'It is understood and agreed that the steamers employed in the performance of this contract shall each be fitted with and shall operate such cold storage appliances and accommodation as the minister may from time to time deem necessary or require.'

2. 'Such services as aforesaid shall be performed regularly and uninterruptedly during the season and until the closing of navigation each winter during the continuance of this contract, that is to say, each season until the ice will not permit of the running of steamers over the routes named or either of them.'

3. 'And His Majesty for Himself, His heirs and successors covenants with the contractors, their successors and assigns that they well and faithfully performing all and every the covenants, agreements and stipulations hereinafter and hereinbefore on their part set forth and contained, he will each year during the continuance of this contract well and truly pay or cause to be paid to the contractors, their successors or assigns the sum of twelve thousand five hundred dollars (\$12,500), which subsidy shall be payable as follows, that is to say:—

On the first day of July next following the date of these presents, the sum of three thousand five hundred dollars (\$3,500).

'On the first day of October ensuing, the sum of five thousand dollars (\$5,000), and at the close of navigation for the season hereinbefore defined, the balance payable of four thousand dollars (\$4,000); and so in like manner each year during the continuance of this contract; provided, however, that in the event of failure on the part of the contractors in any respect to perform the full service hereinbefore contracted to be performed, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there had been no breach on the part of the contractors

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of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolutely binding, final and conclusive upon the contractors, their successors and assigns.

4. 'This contract shall, unless sooner terminated in manner as hereinafter provided, remain in force and have effect until the thirty-first day of December one thousand nine hundred and ten, or until such time thereafter as the ice will not permit of the running of the steamers over the routes hereinbefore defined. It is, however, further provided and agreed that either of the parties of this contract shall have the right of terminating the same at any time during its continuance by giving six months' notice in writing to the other party to that effect, and in case this contract is so terminated the Crown shall not be held liable to damages.

5. 'The contractors shall keep full and proper accounts of and in connection with the working of the service, and shall keep such accounts separate and distinct from any other accounts of or connected with other branches of the business of the contractors, and in any contingency which in the opinion of the minister may render such a course necessary, the contractors shall allow any officer or officers named by the minister free access to such accounts and all books, papers and documents connected therewith.

7. 'The contractors shall during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf of or under the direction of the postal authorities of Canada, or those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The steamers employed in this service are as follows:—

On the route between Charlottetown and Pictou,—

SS. *Northumberland*, built at Newcastle-on-Tyne, in 1891, of steel, and registered at Charlottetown, P.E.I., in the same year; length, 225 feet; breadth, 33 feet; depth, 20 feet; net tonnage, 519; gross tonnage, 1,255; capacity, 500; nominal horsepower, 350; speed, 15 knots.

On the route between Summerside and Point du Chene,—

SS. *Empress*, built at Newcastle-on-Tyne, in 1906, of steel, and registered at Charlottetown, P.E.I., in the same year; length, 235 feet; breadth, 34 feet; depth, 20 feet; net tonnage, 612; gross tonnage, 1,342; capacity, 650; 365 nominal horse-power; speed, 16½ knots.

The distance between Charlottetown and Pictou is 52 miles; between Summerside and Point du Chene, 40½ miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows:—

On the route between Charlottetown and Pictou,—

Total number of round trips run, 177.

Total number of miles run, 18,408.

Number of passengers carried from Charlottetown to Pictou, 4,450; from Pictou to Charlottetown, 4,412; total, 8,862.

Tons of freight carried from Charlottetown to Pictou, 6,790; from Pictou to Charlottetown, 9,457; total, 16,247 tons.

On the route between Summerside and Point du Chene,—

Total number of round trips run, 199.

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Total number of miles run, 16,119.

Number of passengers carried from Summerside to Point du Chene, 15,868; from Point du Chene to Summerside, 13,267; total, 29,135.

Tons of freight carried from Summerside to Point du Chene, 12,427; from Point du Chene to Summerside, 7,890; total, 20,317.

The amount of subsidy paid for services rendered during the same period was \$12,500.

164.

This service is performed by the Grand Manan Steamboat Company of Grand Manan, N.B., under terms of a contract bearing date June 1, 1906, and which expires on March 31, 1909. The principal provisions, aside from those common to all contracts, are as follows:—

1. The contractors will on the first day of July next following the date of these presents, place their steamer, the *Aurora*, on the routes hereinafter described between the island of Grand Manan and the mainland, and will from that date carry on and maintain with the said steamer *Aurora* until the thirty-first day of March, one thousand nine hundred and nine, the following services, that is to say, they will during each of the months of June, July, August and September, occurring during the continuance of this contract, run the said steamer one trip each week between Grand Manan aforesaid and St. Andrews, on the mainland, via and calling on all trips both going and returning at Campobello and at Eastport, Maine; one trip each week between Grand Manan and St. John via and calling on all trips both going and returning at Campobello and Eastport aforesaid; one trip each week between Grand Manan and Eastport via and calling on all trips both going and returning at Campobello aforesaid; one trip each week between Grand Manan and St. Stephen via and calling on all trips both going and returning at Campobello, Eastport and St. Andrews; and during the remaining eight months of each year occurring during the continuance of this contract will run one trip each week between Grand Manan and St. Stephen via and calling on all trips both going and returning at Campobello, Eastport and St. Andrews; one trip each week between Grand Manan and St. John via and calling on all trips both going and returning at Campobello and Eastport aforesaid.

2. Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractor, his successors and assigns, that the contractor and his successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractor set forth and contained, he will well and truly pay or cause to be paid to the contractor, his successors or assigns a subsidy at the rate of five thousand dollars per annum payable as follows:—

A first instalment on the first day of the month of October next following the date hereof, of twelve hundred and fifty dollars (\$1,250); and an equal sum of twelve hundred and fifty dollars (\$1,250) on each subsequent first days of each of the months of January, April, July and October occurring during the continuance of this contract, including the first day of April, one thousand nine hundred and nine;

Provided, however, that in the event of failure on the part of the contractor in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned, as terminal ports or ports en route, by reason of neglect on the part of the contractor

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to perform the said service, or any portion thereof, then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractor shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractor of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractor, his successors and assigns.

4. 'The contractor shall, during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The ss. *Aurora* above referred to was built at Brooklyn, U.S.A., in 1893 of wood and registered at St. Andrews, N.B., in 1900; length, 114 feet 8 inches; breadth, 26 feet 6 inches; depth of hold, 10 feet 9 inches; net tonnage, 183; gross tonnage, 364; 32 nominal horse-power; speed, 12 knots.

The distances between the various ports are as follows :—

Grand Manan to St. John, via Eastport, 63 miles.

Grand Manan to St. Stephen, via Eastport, 48 miles.

Grand Manan to St. Andrews, via Eastport, 30 miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows :—

Number of round trips run from Grand Manan to St. John, 52; from Grand Manan to St. Stephen, 52; from Grand Manan to St. Andrews, 35.

Total number of miles run, 13,866.

Number of passengers carried outwards, 3,549; inwards, 2,975; total, 6,524.

Tons of freight carried outwards, 160; inwards, 3,887; total, 4,047.

The amount of subsidy paid for services rendered during the same period was \$5,000.

This service is performed by Messrs. William Thomson & Company, of St. John, N.B., under terms of a contract bearing date February 1, 1904, and which expires on December 31, 1908. The principal provisions, aside from those common to all contracts, are as follows:—

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1. 'The contractors having on January 14 last, placed the steamer *Senlac*, of 687 tons net register and 1,010 tons gross register, with a speed of 12½ knots, upon the route between St. John, in the province of New Brunswick, and Halifax, in the province of Nova Scotia, will carry on and maintain by means of the said steamer a regular service between St. John and Halifax, calling both going and returning at Yarmouth, Barrington, Shelburne, Lockeport, Liverpool and Lunenburg, all in the province of Nova Scotia, once in each seven days, that is to say, making a round trip in seven days, until December 31, in each year during the continuance of this contract.

2. 'The minister may authorize any change or changes in the service as above defined as may not be inconsistent with the vote governing the payment of the subsidy.

3. 'The service herein contracted for is to continue uninterruptedly in manner hereinbefore set forth, wind, weather, ice or fog or other *force majeure* permitting, but no subsidy shall be claimed or paid for any trip otherwise missed.

4. 'This contract unless sooner terminated under the provisions of section 19 hereof, shall remain in force until December 31, 1908.

5. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy not exceeding ten thousand dollars (\$10,000), such subsidy to be payable quarterly, viz., two thousand five hundred dollars (\$2,500) on the first days of April, July and October, and the balance of two thousand five hundred dollars (\$2,500) on the completion of the service on the thirty-first day of December, 1904;

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned, as terminal ports or ports en route, by reason of neglect on the part of the contractors to perform the said service, or any portion thereof, then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

7. 'The contractors shall during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamer and from the steamer

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to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The steamer employed in this service is ss. *Senlac*; length, 200 ft.; breadth, 33 ft.; depth, 12 ft.; net tonnage, 624; gross tonnage, 1,014; 66½ nominal horse power; speed, 11 knots.

The distance between St. John and Halifax is given as 320 miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows:—

Total number of round trips run, 41.

Total number of miles run, 26,240.

Number of passengers carried east, 216; west, 205; total, 421.

Tons of freight carried east, 12,140; west, 6,310; total, 18,450.

The amount of subsidy paid for services rendered during the same period was \$7,692.31.

166.

This service is performed by William R. Potter, of Canning, N.S., under terms of a contract bearing date April 8, 1907, and which expires on the close of navigation, 1907. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractor will, at the earliest opening of navigation in the present year, that is to say, as soon as the ice will permit of the running of a steamer over the route hereinafter named, place his steamer the *Brunswick* on the route between the city of St. John in the province of New Brunswick, and the ports of Spencer's island, Canning, Wolfville, Parrsboro, Kingsport, Maitland and Bass river, all situate on the Basin of Minas or on the waters contiguous thereto in the province of Nova Scotia, and will carry on and maintain by means of the said steamer *Brunswick*, a regular weekly service between the city of St. John and all and several the ports named, and returning therefrom to the said city of St. John, with the exception that the service to the ports of Maitland and Bass river shall be fortnightly instead of weekly; such service to continue uninterruptedly until the close of navigation on the route named, during which time not less than thirty-two full round trips from the city of St. John shall have been performed to and from all the ports hereinbefore named, with the exception of the ports of Maitland and Bass river, to and from which not less than sixteen full round fortnightly trips shall be performed. It is, however, agreed and understood that the port of Windsor shall be substituted in lieu of Wolfville as a port of call, if so required by the minister.

2. 'This contract shall remain in force until the close of navigation in the year 1907, unless sooner terminated under the provisions of section 17 of this contract, or unless continued at the option of the minister during the season of open navigation in the year 1908.

4. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty, for himself, his heirs and successors, covenants with the contractor, his successors and assigns, that the contractor and his successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractor set forth and contained, he will well and truly pay or cause to be paid to the contractor, his successors or assigns a subsidy of three thousand dollars

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(\$3,000), such subsidy to be payable as follows: On the first day of September the sum of fifteen hundred dollars (\$1,500), and the balance of fifteen hundred dollars on the completion of the service herein contracted to be performed in each year during the continuance of this contract.

Provided, however, in the event of failure on the part of the contractor in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned, as terminal ports or ports en route, by reason of neglect on the part of the contractor to perform the said service, or any portion thereof, then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractor shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractor of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractor, his successors and assigns.

5. 'The contractor shall during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractor, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The *ss. Brunswick* above referred to, was built at Canning, N.S., in 1901, of wood, and registered at Windsor, N.S., in 1902; length, 110 feet; breadth, 23 feet; depth of hold, 8 feet 7 inches; net tonnage, 73; gross tonnage, 184; 42 nominal horse-power.

The distance between terminal ports is given as 164 miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows:—

Total number of round trips run, 35.

Number of passengers carried, outwards, 187; inwards, 196; total, 383.

The amount of subsidy paid for services rendered during the same period was \$3,000.

167.

This service is performed by the Three Rivers Steamship Company of Charlottetown, P.E.I., under terms of a contract bearing date June 6, 1907, and which expires on March 31, 1909. The principal provisions, aside from those common to all contracts, are as follows:—

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1. 'The contractors will on the first day of July next following the date of these presents, place their steamer the *Enterprise* on a route between Pictou in the province of Nova Scotia, and Murray harbour, Georgetown and Montague, in the province of Prince Edward Island, and will from that date until the thirty-first day of March, one thousand nine hundred and nine, carry on and maintain by means of the said steamer, a regular tri-weekly service between the ports or places hereinbefore named, calling thereat on all voyages from Pictou and on all voyages returning thereto; calling also whenever weather and tide permit on all voyages both going from and returning to Pictou at Beach Point wharf; calling also at Murray harbour north, Murray harbour south and Murray river weekly; and once in each two weeks or oftener, when the business of that port requires or warrants more frequent calls, at Lower Montague, all in the province of Prince Edward Island; such trips and calls to be made regularly and uninterruptedly from the said first day of July, 1907, until the close of navigation during the coming winter; that is to say until the ice will no longer permit of the vessel running on the said route; such service to be resumed in the early spring, that is to say as soon as the ice will again permit of the running of the vessel over the said route; and to continue thereafter in like manner until the thirty-first day of March in the year of our Lord, 1909.

2. Subjects to the further conditions, stipulations and reservations herein provided, His Majesty for Himself, His Heirs and Successors, covenants with the Contractors, their successors and assigns, that the Contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the Contractors set forth and contained, He will well and truly pay or cause to be paid to the Contractors, their successors or assigns, a subsidy at the rate of three thousand dollars (\$3,000) per annum as follows, that is to say:

On the first day of October next following the date of these presents, one thousand dollars (\$1,000); on the close of navigation at the end of the current year, as hereinbefore defined, one thousand dollars (\$1,000); and during the year 1908, one thousand dollars (\$1,000) on the first day of each of the months of July and October, and the balance of one thousand dollars at the close of navigation at the end of that year.

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the services not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

4. 'The contractors shall during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the

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direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The steamers employed in this service during the calendar year 1907, were as follows:—

S.S. Electra.—Built at Arcadia in 1887, of wood and registered at Charlottetown, P.E.I., in 1892; length, 86 feet; breadth, 17 feet; depth, 8 feet; net tonnage, 78; gross tonnage, 107; capacity, 300 bbls.; 25 nominal horse-power; speed, 10 knots.

S.S. Enterprise.—Length 120 feet; breadth, 25 feet; depth, 8 feet 6 inches; net tonnage, 99; gross tonnage, 211; capacity, 1,200 bbls.; 42 nominal horse-power; speed, 12 knots.

The distance from Montague to Pictou via Beach Point is 45 miles; from Montague to Pictou via Murray Harbour, 69 miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows:—

Total number of miles run, 9,386.

Number of passengers carried from Pictou, 635; to Pictou, 685; total, 1,320.

Tons of freight carried from Pictou, 1448; to Pictou, 1,016; total, 2464.

The amount of subsidy paid for services rendered during the same period was \$2,400.

168.

This service is performed by Messrs. Bouchard Bros., of Quebec, under terms of a contract bearing date the 10th May, 1904, and which expires on the close of navigation in 1908. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors having on the opening of navigation on the River St. Lawrence in the spring of the present year, that is to say, as soon as the ice did permit of the running of a boat over the following route, place their steamer the *Gaspesian*, on the route between Quebec and Gaspé Basin, and will during the season of open navigation on the River St. Lawrence, that is to say, as long as the ice will permit of the running of a boat over the said route in each year during the continuance of this contract, carry on and maintain by means of the said steamer or by means of another of the same class acceptable to the minister, a regular service of two full round trips each month between Quebec and Gaspé Basin calling both ways, weather and water permitting, at Matane, Cape Chatte, St. Anne de Monts, Mont Louis, Grand Vallée, Chlorydome, Fox River, Griffin Cove, L'Anse a Louise, Grande Greve, Douglastown, Gaspé Basin, and at the following places once each round trip, either on the up or down voyage, viz., St. Felicité, Mechin, Martin River, Claude River, St. Antoine, Little Magdalen, Cape Magdalen, Petite Vallée, Pte. Frigate, Pts. Seeches, Grand Etang, Anse a Valeau, Pte. Jeaune, Little Fox River, Cape Rosier, as well as such other port or ports, place or places, en route as the minister may from time to time direct.

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2. 'The minister may authorize any change or changes in the service as above defined as may not be inconsistent with the terms of the vote providing for the payment of the subsidy.

3. 'This contract, unless sooner terminated under the provisions of section twenty, shall remain in force to the close of navigation, in the year one thousand nine hundred and eight.

4. 'The said steamer *Gaspesian* is warranted to be 160 feet long, 27 feet broad, 11 feet 3 inches depth of hold, and of a tonnage of not less than 490 gross and 287 tons net register, with a dead weight capacity of from 580 to 600 tons, with ample accommodation for the passengers, both first and second class, mails and freight to be conveyed over the route in question.

5. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for Himself, His Heirs and Successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of eight thousand five hundred dollars (\$8,500) per annum, payable as follows, viz.: In each year during the continuance of this contract the sum of two thousand five hundred dollars (\$2,500) on the first day of July; three thousand dollars (\$3,000) on the first day of October, and the balance of three thousand dollars (\$3,000) on the closing of navigation as hereinbefore defined; provided, however, that it shall be after the close of the service during the current year, and during the further continuance of this contract at the option of the contractors to discontinue the calls hereinbefore specified at Matane, St. Felicité, Mechins, St. Antoine and Douglastown; and in case they so elect the subsequent subsidy payable during the balance of the time covered by this contract shall be at the rate of seven thousand five hundred dollars (\$7,500) per annum payable as follows: Two thousand five hundred dollars (\$2,500) on the first days of each of the months of July and October occurring during the further continuance of this contract, and a like sum of two thousand five hundred dollars (\$2,500) on the completion of each year's service as hereinbefore defined;

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof, then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

8. 'The contractors shall during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on out-

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ward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The SS. *Gaspesian* above referred to was built at Wallsend of iron in 1874 and registered at Quebec in 1904 (formerly the 'Warkworth'); length, 160 ft. 8. in.; breadth, 27 ft.; depth, 11 ft.; net tonnage, 270; gross tonnage, 490; speed, 10½ knots.

The distance between Montreal and Gaspé is 620 miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows:—

Total number of round trips run, 15.

Total number of miles run, 18,600.

Number of passengers carried outwards, 1,050; inwards, 1,225; total, 2,275.

Tons of freight carried outwards, 1,540; inwards, 660; total, 2,200.

The amount of subsidy paid for services rendered during the same period was \$8,500.

169.

No service was run between Prince Edward Island and Great Britain during the year 1907, and no contract has been entered into for the coming year.

170.

This service is performed by the Manchester Liners, Ltd., of Manchester, England, under terms of a contract bearing date, June 11, 1907, and which expires on March 31, 1908. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors being the owners and proprietors of the steamers, the *Manchester Importer*, *Manchester Shipper*, *Manchester Trader*, *Manchester City*, *Manchester Commerce* and *Manchester Corporation*, having on the first day of April next, preceding the date of these presents, placed the said steamers on the route between Canada and the city of Manchester, in England, and having therewith or with other steamers of like class and capacity approved by the minister, maintained and will until the thirty-first day of March next following the date of these presents, continue to maintain a regular fortnightly service between Canada and the said city of Manchester, that is to say, sailing from each of the terminal ports of Montreal or St. John, as the case may be, and from Manchester on such fixed dates as may be sanctioned by the minister, and at regular intervals of not more than fourteen days, such dates to be duly advertised by the contractors: the sailings during the season of navigation on the River St. Lawrence to be from the port of Montreal, in the province

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of Quebec, to the said city of Manchester, and from Manchester to the said port of Montreal, calling on all voyages both outwards and inwards at the port of Quebec, in the said province; and during the balance of the year when navigation is closed on the said River St. Lawrence sailing from the port of St. John in the province of New Brunswick, to the said city of Manchester, and from Manchester to the said port of St. John, calling on all voyages inwards, that is, from Manchester to St. John, at the port of Halifax, in the province of Nova Scotia; and it is further understood and agreed that the contractors shall arrange that every facility is afforded for the carriage of any freight that may be offered at Halifax for Manchester, which freights shall be taken on board at Halifax on westbound trips, and that the freight rates to be charged on these goods shall not be higher than would be charged were the goods shipped direct; and as regards the steamers provided with cold storage, the contractors shall, while employed in this service, maintain the appliances connected therewith in constant efficiency and shall operate the same at all times while cargo is being stowed or carried in the compartments set aside for the purpose.

2. 'It is understood and agreed and is a condition precedent to the payment of the subsidy as hereinafter provided, or any portion thereof, that the freight rates which have been or may be charged by the contractors on goods carried or which may be carried by the said steamers between the ports above named during the continuance of, and under the terms of this contract, shall not exceed the rates current by other vessels or other lines less the rates charged or chargeable by the Manchester Ship Canal Company for use of or for towage through the said canal or both.

3. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for Himself, his Heirs and Successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns a subsidy of thirty-five thousand dollars (\$35,000) payable quarterly in sums of eight thousand seven hundred and fifty dollars (\$8,750) each during the months of July, October, January and April next succeeding the dates of these presents.

'Provided, however, that it is the true intent and meaning of these presents that no amount or instalment of subsidy shall be payable or be paid at any time, unless it appears to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and that all provisions and stipulations as to freight and freight rates and dates of sailing have been in all respects faithfully observed and carried out, according to the true intent and meaning of these presents; and it is understood and agreed to be a further condition of these presents that the contractors shall at least two weeks prior to the first sailing under this contract, furnish to the minister time-tables showing the proposed sailings, and upon the same being approved by the minister, they shall be duly advertised in such manner as he may direct; and it is also agreed that in case either of the steamers herein named, or a substituted steamer sanctioned by the minister, does not sail from a terminal port as herein specified within forty-eight hours of the date fixed by such time-tables, there shall be deducted from the amount of subsidy payable for such voyage a sum equal to one-tenth of the amount otherwise payable for the performance of such voyage, and so in proportion for further delays or failure to sail from such terminal port. Provided, however, that the minister may authorize any vessel to sail either at an earlier or a later date than that specified in such time-tables should he for any reason deem it advisable to do so, it being understood and agreed that, in the event of any of the said steamers being at any time so disabled as to be obliged to be docked for repairs, the failure to perform the terms of this contract, owing to such accident and for the time reasonably occupied in the repair of the damaged steamer, shall not be taken as a default or breach of the stipulations

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of this contract, or subject the contractors to deductions as above from the amount of subsidy, if any, payable for any voyage delayed in consequence of such docking for repairs, but there shall be no claim for nor payment of any subsidy in respect of any voyage not actually performed.

4. ' The contractors shall furnish and establish at their own expense the necessary agents required for the efficient performance of this contract, and shall with diligence, as soon after the completion of each voyage as may be, furnish to the minister full and complete copies of the manifests of the cargoes and lists of passengers carried on each voyage, duly certified by the proper officers of customs, and also such other documents, information and evidence as may be reasonably required by the minister to show the volume, extent and value of the trade carried on by the said steamers, and the full performance on their part of the services, requirements and conditions of this contract, in order to enable him to judge as to whether the terms of this contract have been or are being fully and faithfully carried out and complied with, within the true intent and meaning thereof, and his decision in that respect shall be binding, final and conclusive; and the furnishing of such certificates, documents and evidence as hereinbefore specified, shall be a condition precedent to the payment of the subsidy herein provided for, or any portion thereof, and if in the opinion of the minister, all the terms of this contract have not been fully complied with by the contractors he may deduct from the subsidy otherwise payable, such portion thereof as he may deem fit and proper, taking into consideration all the circumstances connected therewith, and the contractors shall at all times during the continuance of this contract well and faithfully abide by and conform to all such requirements as may be made by the minister with regard to the said steamers in the performance of this contract.

5. ' The contractors shall, at least three weeks prior to the first sailing under this contract, furnish to the minister a schedule of the freight rates proposed to be charged between the different ports on both east and west bound trips, which schedule shall be subject to the approval of the minister, and after being approved by him shall not be changed except with his consent; and the minister may at any time, if he deem it advisable, fix the maximum rates to be charged on any article or class of goods; and the contractors shall carry between the ports hereinbefore named, on all voyages of the said steamships employed under the terms of this contract, all passengers or freight that may be offered or that can reasonably be procured, at rates which shall not be in excess of such maximum rates as fixed by the minister, should he deem it advisable to so fix such maximum rates, and in no case shall any discrimination be made as regards rates, or otherwise, directly or indirectly, against Canadian merchants or shippers who shall always have precedence for their freight and goods over all other merchants and shippers; and it is agreed and understood that the freight rates on east-bound trips, sailing from St. John or Montreal as hereinbefore provided, on through bills of lading to Manchester from any place in the provinces of Ontario and Quebec or from any Canadian points farther west, shall in no case be greater than from the same place to Manchester via any United States route or port; and on west-bound trips the rates from Manchester to any place in Ontario or Quebec or other Canadian points farther west, shall be as favourable as via any United States route or port to the same place; and it is further understood and agreed that the said steamers shall not carry between the ports of St. John or Montreal and Manchester aforesaid, on any voyage run under the terms of this contract, either deals or lumber or timber to a greater extent than fifty per cent of the total quantity of the cargo carried on such voyage, and such quantity only in case other Canadian products are not offering or cannot be obtained. Provided, however, that in the event of other cargo not being obtainable, satisfactory evidence of that fact being furnished to the minister, then the contractors shall be allowed to make up the balance of the cargo with deals, boards or timber.

7. ' The contractors shall, during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers

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or persons in that behalf on the said steamers by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal port or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal port or ports of call above referred to; and the expense of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The steamers employed in this service are as follows:—

SS. *Manchester Shipper*, built at West Hartlepool in 1900, of steel, and registered at Manchester in the same year; length, 370 feet; breadth, 48 feet; depth, 26 feet 3 inches; net tonnage, 2,542; gross tonnage, 4,038; capacity, 268,000; 379 nominal horse-power; speed, 10 knots.

SS. *Manchester Importer*, built at West Hartlepool in 1899, of steel, and registered at Manchester in the same year; length, 370 feet; breadth, 48 feet; depth, 26 feet 3 inches; net tonnage, 2,538; gross tonnage, 4,028; capacity, 260,000; 379 nominal horse power; speed, 10 knots.

SS. *Manchester Trader*, built at Londonderry in 1890, of steel, and registered at Manchester in 1898; length, 340 feet; breadth, 42 feet 7 inches; depth, 27 feet; net tonnage, 2,136; gross tonnage, 3,318; capacity, 195,000; 354 nominal horse power; speed, 10 knots.

SS. *Manchester Exchange*, built at Hartlepool in 1901, of steel, and registered at Manchester in 1901; length, 360 feet 5 inches; breadth, 48 feet 2 inches; depth, 23 feet; net tonnage, 2,649; gross tonnage, 4,091; capacity, 282,000; 372 nominal horse-power; speed, 10 knots.

The distance from Manchester to Montreal is 3,050 miles; from Manchester to St. John, 2,820 miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows:—

| | |
|---|---------|
| Number of trips run inward.. | 23 |
| Number of trips run outward.. | 22 |
| Total number of miles run.. | 126,900 |
| Number of passengers carried inward, 66; outward, 44; total.. | 110 |
| Tons of freight carried inward, 23,835; outward, 98,317; total.. | 122,152 |

The subsidy paid for services rendered during the same period was \$26,250.

171.

This service is performed by Messrs. Elder Dempster & Company, of Liverpool, England, under terms of a contract bearing date May 18, 1907, and which expires September 30, 1912. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'During the term of five years from the first day of October, one thousand nine hundred and seven the contractors shall well and efficiently provide work and maintain a service (hereinafter called "the service") of cargo and mail carrying steamships of the descriptions hereinafter mentioned sailing from Montreal and calling at Quebec, and at the option of the contractors at other Canadian ports during

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the St. Lawrence season; and from St. John and calling at Halifax, and at the option of the contractors at other Canadian ports during the remainder of the year (hereinafter called "the Canadian ports"), and proceeding direct to Cape Town and such other South African ports (not less than two other ports) as may be arranged (hereinafter called "the South African ports"), upon and subject to the conditions and provisions hereinafter contained.

2. 'The contractors shall at all times during the said term provide and maintain such steamships of the descriptions hereinafter mentioned (hereinafter called "the steamers") as may from time to time be required for the purposes of the service. Each of the steamers shall:—

(a) Be a British vessel of not less than five thousand tons deadweight capacity, furnished with adequate cargo space, and shall be a good substantial and efficient steam vessel of adequate power and speed, and supplied with first-rate appropriate steam engines and in all respects suited to the performance of the service within the respective times herein stipulated, and shall be provided and kept by the contractors seaworthy and in complete repair and readiness to the satisfaction of the minister.

(b) 'When employed on the service maintain an average rate of speed of not less than ten knots an hour.

(c) Be suitably fitted with cold storage accommodation and appliances which shall from time to time be the best known for the purpose and capable of carrying in such cold storage not less than two hundred tons of cargo. Provided the contractors shall from time to time in the event of goods offering for shipment provide such further cold storage accommodation as shall be sufficient to meet the requirements of the trade offering.

(d) 'Be supplied with an adequate number of boats and life-saving appliances in compliance with the law, and shall be fitted with electric light and all modern appliances and conveniences and be otherwise constructed, fitted and equipped properly and substantially in a manner suitable for all the requirements of the service and to the satisfaction in all respects and subject to the approval of the minister; provided that the contractors shall from time to time, in the event of goods being offered for shipment, provide further vessels having such carrying capacity, accommodation and appliances as shall be sufficient to meet the requirements of the trade offering.

3. 'The steamers are:—

(a) 'To carry all mails sent under the authority of the Postmaster General of the Dominion of Canada (hereinafter called "the Postmaster General") for transmission from Canada to South Africa, irrespective of their origin and ultimate destination.

(b) 'Except such letters as are not required by law to pass through the post office, the contractors shall not receive or permit to be received for conveyance on board any steamer any letters other than those mentioned. No mails shall be conveyed by any such steamer on behalf of any colony or foreign country without the permission of the Postmaster General. The whole postage of any mail conveyed by any steamer shall under all circumstances be at the disposal of the Postmaster General.

(c) 'The term "mails" to include all boxes, bags, baskets or packets of or containing letters, books or printed papers or parcels, and all other articles which under the Post Office Act and Regulations for the time being are transmissible by post without regard either to the place to which they may be addressed or to that in which they may have originated; and also all empty boxes, bags, baskets, packets, parcels or other receptacles and other stores and articles used or to be used in carrying on the post office service.

(d) 'The contractors at their own cost to provide sufficient and convenient accommodation and space for the mails in each steamer to the satisfaction of the Postmaster General (such accommodation to be as far removed from either end of the ship

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as may be reasonably possible), to be under lock and key and to be fitted up and lighted as he may approve for keeping the mails whilst under conveyance therein, and the services of the crew of every vessel shall from time to time be given in the conveyance of the mails to and from the mail room or rooms.

(e) 'The mails are to be received by the contractors at the wharfs at Montreal, Quebec, Halifax, St. John or other Canadian port as the case may be, and the expense of conveying the mails to the steamers from the wharfs at the said places to be borne by the contractors, and the landing and delivery to the nearest post office at each port of call of all mails in South Africa shall be performed by the contractors at their own cost and to the satisfaction of the Postmaster General.

(f) 'The contractors shall be responsible for the loss or damage of any parcel or registered postal packet of any kind conveyed or tendered for conveyance under the contract unless such loss or damage be caused or occasioned by Act of God, the King's enemies, pirates, restraints of princes, rulers or peoples, jettison, barratry, fire, collision or perils or accidents of the seas, rivers and stream navigation; and in the event of any such loss or damage except as aforesaid the contractors shall be liable to pay to the Postmaster General in respect of each parcel or registered postal packet so lost or damaged subject to the proviso hereinafter contained, such sum of money as shall be equal to the amount which may have been awarded and paid by the Postmaster General at his sole option and discretion to the sender or addressee of such parcel or registered postal packet, as compensation for the loss or damage thereof, but not in any case exceeding five dollars per parcel or ten dollars per registered postal packet.

4. 'The contractors shall on the first day of October, one thousand nine hundred and seven, and thereafter until the thirtieth day of September, 1912, at least monthly during the first fifteen days of each month, cause one of the steamers properly found in all respects, to leave one of the Canadian ports, and thence to call at the other of the Canadian ports, and thence proceed direct to one of the South African ports, and thence to call at the others of the South African ports; and the contractors further agree in the event of goods being offered for shipment to provide such additional vessels having such carrying capacity and accommodation and appliances as shall be sufficient to meet the requirements of the trade offered.

5. 'Every steamer making any such voyage as aforesaid shall commence and complete the same, and shall arrive at and leave the ports mentioned above at such respective times as shall be specified in a time-table previously approved by the minister. At least three weeks in advance of any change in sailing dates, the contractors shall furnish the draft of the said time-table to the minister for his approval, and when the same shall have been so approved, the contractors shall publish it at such times and places and in such manner as the minister may from time to time require. During the continuance of this contract no alterations shall be made in the said time-table unless the same shall have been approved by the minister and published at such times and places and in such manner as he may require.

6. 'No preference, priority or advantage whatsoever shall be granted by the contractors as regards the shipment and conveyance of any goods or products directly or indirectly against shippers of Canadian goods and products, who shall always have precedence for such Canadian goods and products over all other shippers, provided that such shippers in respect of such Canadian goods and products shall give not less than ten day's notice in writing to the contractors at their office at the port of shipment, specifying the nature and amount of such goods and products before the date advertised for the departure of any steamer of their intention to ship goods and products, and who shall at the same time, if required by the contractors, pay a deposit of not less than ten per cent upon the freight chargeable in respect of the carriage of such goods and products, and subject thereto the contractors shall ship all such goods and products in order of priority according to the time at which the same shall be actually received by the contractors for shipment.

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7. 'The rates charged by the contractors shall under the same circumstances be the same scale of rates to all shippers and classes of shippers for each class of goods, so that no undue advantage, privilege or monopoly may be afforded to any person or classes of persons in respect of such rates.

8. 'The contractors shall not grant to any railway corporation in Canada any advantage, privilege or preference whatsoever against any other such railway corporation, but shall grant to all such railway corporations under the like circumstances equal advantages, privileges and facilities.

9. 'All goods and products shall be carried at fair and reasonable rates, and the minister may call upon the contractors to furnish to him a schedule of the maximum freight rates proposed to be charged between different ports, which schedule shall be subject to the approval of the minister, and after being so approved shall not be raised except with his consent.

10. 'The contractors shall at all times during the said term provide and maintain an office or agency in each of the Canadian ports, and make all such arrangements as shall be reasonably required by the minister for the purpose of receiving goods for conveyance by the steamers.

11. 'The contractors shall forthwith after the expiration of each fiscal year, commencing from the first day of April, 1908, furnish to the minister a statement of the traffic returns of the service during such year. Every such statement shall be in such form and contain such particulars and be vouched in such manner as the minister may from time to time require, and may be used for such purposes as the minister may deem expedient.

12. 'The contractors at all times during the said term shall keep and maintain each of the steamers in good and efficient working order and repair and in a proper and seaworthy condition, and shall provide and maintain for each of the steamers proper and efficient officers and crews to the satisfaction of the minister. The minister may from time to time during the continuance of this contract cause any steamer employed or intended to be employed under this contract to be inspected, either as regards her machinery, hull, fittings or otherwise, and the contractors shall make good to the satisfaction of the minister any defects in any of the steamers which he may require to be made good. The contractors shall also, with all practical despatch, provide and substitute another suitable steamer in the place of any steamer which the minister may require the contractors to cease to employ on the service on the ground that she has, in the opinion of the minister, become unfitted for such employment and cannot be properly repaired so as to become fit therefor. If and so often as the contractors shall fail within a reasonable time to duly comply with any requirement made under this clause, then and in any such case the minister, in addition and without prejudice to his other rights and remedies hereunder, may withhold the payment of the subsidy hereinafter mentioned until the contractors shall have fully complied with such requirement.

13. 'If and so often as the contractors shall fail to commence any of the said voyages on the day on which the same ought to be commenced according to this contract and the said time-table, or shall fail to complete any such voyage within the period within which the same ought, according to this contract and the said time-table, to be completed, then (except in any case in which the contractors shall prove to the satisfaction of the minister that such failure has arisen from any cause wholly beyond the control of the contractors) the contractors shall pay to the minister a sum of fifty pounds for each period of twenty-four hours or fraction of twenty-four hours during which such default shall continue; and if any such failure shall occur in respect of any three consecutive voyages, then (except as aforesaid) the minister may, by giving notice in writing to the contractors, determine this contract, but without prejudice to the rights of any party in respect of any antecedent breach thereof. The times of the commencement and completion of each of the said voyages shall be ascertained and finally settled by an officer from time to time appointed by the minister for that pur-

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pose. All moneys which shall become payable under this clause shall be paid as liquidated damages, and not by way of penalties, and may be deducted from the subsidy or may be recovered from the contractors by the minister.

14. 'If at any time the contractors shall commit any breach of the provisions of this contract or any of them, then (except in any case in which the contractors shall prove to the satisfaction of the minister that such breach has arisen from any cause wholly beyond the control of the contractors) the minister may, by giving notice in writing to the contractors, determine this contract, but without prejudice to the rights of any party in respect of any antecedent breach thereof.

15. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, an annual subsidy of the sum of one hundred and forty-six thousand dollars (\$146,000) from and out of the proper moneys of the Dominion of Canada, the same to be paid and payable in the city of Ottawa in four quarterly payments payable in the months of January, April, July and October in each and every year during the continuance of this agreement, and subject always to such subsidy being voted by the Parliament of the Dominion of Canada.

16. 'The contractors shall not in respect of the services receive or accept any subsidy or aid pecuniary or otherwise from any colony or foreign country or any provincial, civic or municipal authority or any person or persons or corporation or corporations, and should any such subsidy or aid be received by the contractors, the Dominion government may deduct the amount thereof from the amount of the next quarterly payment due and owing under this contract, and so from time to time and as often as the contractors receive such subsidy or aid from any colonial or foreign government, provincial, civic or municipal authority or any person or persons or corporation or corporations; but this provision is not to be deemed as a permission or authority for the contractors receiving any such subsidy or aid.

17. 'The contractors shall not assign, underlet or dispose of the benefit of this contract or any part thereof without the previous consent in writing of the minister. Every assignee or under-lessee of the benefit of this contract or any part thereof, shall enter into an agreement with the minister in such form and containing such provisions as he may require for the purpose of rendering such assignee or underlessee liable in respect of the obligations hereby imposed on the contractors.

18. 'Subject to the due performance by the contractors of the obligations imposed on them by this contract, they shall be at liberty in sailing from the Canadian ports to the South African ports to call solely for the purpose of coaling at any ports not situate on the continent of America.

19. 'If at any time the contractors furnish to the minister evidence satisfactory to him that sufficient cargo is not forthcoming from any of the ports of call in Canada, he may in his discretion exempt either temporarily or permanently the steamers of the contractors from visiting such ports.

20. 'Any notice, determination, direction, requirement, requisition, appointment or expression of opinion, approval or consent to be given or signified on the part of His Majesty for any of the purposes of or in relation to this contract or any of the powers or provisions herein contained, shall be sufficient and binding if in writing signed by the minister, his deputy or the minister acting for him for the time being. Any notice or other communication under or in relation to this contract may be given to the contractors by leaving the same at any of their usual or last known offices or agencies for the time being.

21. 'Nothing in this contract shall, nor shall any inspection, approval or other act made, given or done by or on behalf of His Majesty, exempt the contractors or

any of the steamers or any person or persons employed in or about any of the steamers or otherwise for any of the purposes of this contract, from the provisions of any imperial or colonial law now in force, or which may hereafter be passed in relation to ships or shipping, or of any rules or regulations for the time being made and in force under or by virtue of any such law.

22. Any and every dispute, difference or question which may at any time arise between the minister on the one hand and the contractors on the other hand, or between any persons or corporations claiming through or under them respectively touching the construction, meaning or effect of this contract, or of any clause or thing herein contained, or the rights or liabilities of any such government, person or corporation under this contract or otherwise howsoever in relation to the premises shall (except in any case when it is otherwise hereinbefore provided) be referred to the sole arbitration of the minister for the time being, and the decision of such minister shall be final.

25. 'This contract shall come into force and have effect on and from the first day of October, one thousand nine hundred and seven.'

The steamships performing this service are as follows:—

SS. *Melville*, built at Port Glasgow in 1902 of steel and registered at Liverpool in the same year; length, 385 feet; breadth, 48 feet 8 inches; depth of hold, 26 feet 9 inches; net tonnage, 2,872; gross tonnage, 4,439; capacity, 6,500; 359 nominal horse-power; speed, 10 knots.

SS. *Canada Cape*, built at Howdon-on-Tyne in 1904 of steel and registered at Liverpool in the same year; length, 360 feet; breadth, 48 feet; depth of hold, 20 feet 2 inches; net tonnage, 2,795; gross tonnage, 4,286; capacity, 6,500; 372 nominal horse-power; speed, 10 knots.

SS. *Yola*, built at Sunderland in 1898 of steel, and registered at Liverpool in the same year; length, 356 feet; breadth, 45 feet 2 inches; depth, 18 feet 7 inches; net tonnage, 2,246; gross tonnage, 3,504; capacity, 5,625; 296 nominal horse-power; speed, 10 knots.

SS. *Degama*, built at Hartlepool in 1899 of steel, and registered at Liverpool in the same year; length, 337 feet 5 inches; breadth, 45 feet 2 inches; depth, 18 feet 8 inches; net tonnage, 2,245; gross tonnage, 3,507; capacity, 5,500; 271 nominal horse-power; speed, 10 knots.

SS. *Memmon*, built at Belfast in 1890 of steel, and registered at Liverpool in 1904; length, 345 feet 6 inches; breadth, 40 feet 9 inches; depth, 26 feet 7 inches; net tonnage, 2,046; gross tonnage, 3,176; capacity, 4,800; 278 nominal horse-power; speed, 10 knots.

SS. *Monarch*, built at Wallsend in 1897 of steel and registered at Liverpool in the same year; length, 470 feet; breadth, 56 feet; depth, 31 feet 9 inches; net tonnage, 4,776; gross tonnage, 7,355; capacity, 12,000; 548 nominal horse-power; speed, 10 knots.

SS. *Ashanti*, built at Wallsend in 1897 of steel and registered at Liverpool in the same year; length, 330 feet; breadth, 45 feet 2 inches; depth, 18 feet 2 inches; net tonnage, 2,186; gross tonnage, 3,389; capacity, 5,575; 293 nominal horse-power; speed, 10 knots.

SS. *Montenegro*, built at Partrick in 1898 of steel and registered at Liverpool in 1899; length, 375 feet; breadth, 50 feet; depth, 26 feet; net tonnage, 2,856; gross tonnage, 4,408; capacity, 7,170; 368 nominal horse-power; speed, 10 knots.

The distance between St. John and Cape Town, South Africa, is given as 6,978 miles; between Montreal and Cape Town, South Africa, is 7,338 miles.

The traffic during the calendar year 1907, is stated by the contractors to be as follows:—

| | |
|---|--------|
| Total number of round voyages run.. | 12 |
| Total number of miles run.. | 86,256 |
| Total tons of freight carried.. | 47,314 |

The amount of subsidy paid for services rendered during the same period was \$146,000.

This service is performed by the Victoria Steamship Company, Limited, Baddeck, N.S., under terms of a contract bearing date April 21, 1906, and which expires March 31, 1908. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors having on the first day of April instant placed their steamer the *Blue Hill* on the route between Baddeck, Iona and Grand Narrows, and having since that date and will during the further continuance of this contract with the said steamer or with some other steamer satisfactory to the minister, perform during the season of navigation between Baddeck, Iona and Grand Narrows two full round trips daily each way, calling both going and coming at McKay's Point when wharf at that point is completed, one trip in each fortnight during the season of open navigation to be extended to Big Pond and East Bay.

2. 'The minister may authorize any change or changes in the service as above defined as may not be inconsistent with the terms of the vote providing for the payment of the subsidy.

3. 'This contract shall remain in force until the thirty-first day of March in the year one thousand nine hundred and eight, unless sooner terminated by the minister under the provisions of clause 18 of this contract.

4. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained; he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of five thousand dollars (\$5,000) per annum payable as follows:—

In each year during the continuance of this contract, on the first day of July, the sum of twelve hundred and fifty dollars (\$1,250); on the first day of October, the sum of twelve hundred and fifty dollars (\$1,250); on the first day of January, the sum of twelve hundred and fifty dollars (\$1,250); and on the first day of April, the sum of twelve hundred and fifty dollars (\$1,250);

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof, then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

6. 'The contractors shall, during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on

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outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred, to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The ss. *Blue Hill*, above referred to, was built in 1887 at East Boston, U.S.A., of wood, and registered at Halifax in 1893; length, 135 feet; breadth, 18 feet; depth of hold, 7 feet; net tonnage, 98; gross tonnage, 199; 38 nominal horse power; speed, 15 knots.

The distance between Baddeck and Iona is 12 miles; between Iona and East Bay, via Big Pond, 30 miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows :—

| | |
|--|-------|
| Number of round trips run between Baddeck and Iona, 492; | |
| Iona and East Bay, 17; total.. | 509 |
| Total number of miles run.. | 6,414 |
| Total number of passengers carried.. | 4,377 |
| Tons of freight carried from Baddeck to Iona, 50; from | |
| Iona to Baddeck, 1,190; total.. | 1,240 |

The amount of subsidy paid for services rendered during the same period was \$5,000.

173.

This service is performed by the Richmond Steamship Company of Sydney, N.S., under terms of a contract bearing date July 26, 1906, and which expires on the close of navigation, 1907. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors having at the earliest opening of navigation in the present year, that is to say, as soon as the ice did permit of the running of the steamer over the routes hereinafter specified, placed their steamer, the *Vega*, on such routes, and have from that time carried on and maintained and will continue to carry on and maintain by means of the said steamer or such other steamer as may be approved by the minister, until the close of navigation in the winter next succeeding the date of these presents, that is to say, until the ice will not permit of the running of the steamer over the said route, and so in like manner during the season of open navigation in the year one thousand nine hundred and seven, the following service, viz.: Two full round trips each week between Port Mulgrave, Poulamond, Grandique, St. Peters, Johnston's Harbour, Irish Cove and Grand Narrows, all situate on or contiguous to the waters of the Strait of Canso and the Great Bras d'Or Lake, and four full round trips each week between Grand Narrows and Marble Mountain, two of which each week to extend to West Bay, all situate on or contiguous to the Great Bras d'Or Lake.

3. 'This contract shall remain in force until the closing of navigation in the year one thousand nine hundred and seven.

4. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contrac-

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tors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained. He will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of six thousand dollars (\$6,000) per annum payable as follows:—

In each year during the continuance of this contract, on the first day of July, the sum of one thousand five hundred dollars (\$1,500); on the first day of October, one thousand five hundred dollars (\$1,500); on the first day of December, one thousand five hundred dollars (\$1,500); and the balance of one thousand five hundred dollars (\$1,500) on the completion of the season's services as herein contracted to be performed;

Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof, then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

6. 'The contractors shall, during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The ss. *Richmond* was used in the performance of this service; a screw steamer, built in 1905; length, 112 feet 5 inches; breadth, 18 feet; depth of hold, 8 feet 3 inches; net tonnage, 105; gross tonnage, 162; 21 nominal horse-power; speed, 9 knots.

The distance between Grand Narrows and Mulgrave is given as 66 miles, and between Grand Narrows and Marble Mountain 17 miles; between Marble Mountain and West Bay 12 miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows:—

Total number of round trips run to Mulgrave, 68; to Marble Mountain, 138; to West Bay, 72.

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Total number of miles run, 15,396.

Number of passengers carried west, 820; east, 500; total, 1,320.

Tons of freight carried west, 200; east, 450; total, 650.

The amount of subsidy paid for services rendered during the same period was \$4,500.

174.

This service is performed by the Interprovincial Navigation Company of Canada, Limited, of Campbellton, N.B., under terms of a contract bearing date October 6, 1904, and which expires on the close of navigation in the year 1909. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors on the opening of navigation on the route between Campbellton aforesaid and Gaspé Basin, in the province of Quebec, in the spring of the year, 1905, that is to say, as soon as the ice will permit of the running of a steamer over the said route, will place a new screw steamer now building and as yet unnamed, guaranteed to rate A.1 at Lloyd's, of a length over all of 180 feet, breadth 31 feet, draft 9 feet, gross tonnage about 1,000 tons, net tonnage about 600 tons, of a speed of 12 knots per hour, fully and properly fitted for the accommodation of between 90 and 100 first-class and 50 or more second-class passengers, heated by steam and equipped throughout with electric lights, and having adequate accommodation for such freight as may be offered for conveyance over said route; and will with such steamer maintain a regular semi-weekly service from such opening of navigation to the close thereof in the autumn of the said year, that is to say, until the ice will not permit of the running of the steamer over the said route, during which period there shall be made at least 60 full round trips from Campbellton to Gaspé basin aforesaid and return, and so in like manner during each year covered by this contract.

'On each trip run both to and from Gaspé basin as aforesaid the steamer shall call at each of the ports of Dalhousie, Carleton, Maria, New Richmond, St. Charles de Caplan, Bonaventure, New Carlisle, Paspebiac, St. Godfroi, Port Daniel, L'Anse aux Bascons, Newport, Grand Pabos Mills, Little Pabos, Grand River, Little River East, Cape Cove, Barachois de mal Baie, Percé, Point Peter, Douglastown and Grand Greve.

2. 'This contract shall remain in force until the closing of navigation in the year one thousand nine hundred and nine unless sooner terminated by the minister under the provisions of section 17 hereof.

3. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy at the rate of fifteen thousand dollars (\$15,000) per annum in equal instalments of five thousand dollars (\$5,000) on each first day of July and October occurring during the continuance of this contract, and the balance of five thousand dollars (\$5,000) of each yearly amount on the completion of each year's service as hereinbefore contracted for; it being understood, declared and agreed that if for any reason there should not have been run in any one season at least sixty full round trips, there shall be deducted a proportionate amount from the final payment otherwise due for such year's service:

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the

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service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof, then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

5. 'The contractors shall during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The ss. *Lady Eileen*, used in the performance of this service, is a steel vessel built at Glasgow in 1905; is licensed to carry 500 passengers and has sleeping accommodation for 100; is electric lighted throughout and heated by steam; steam steering gear; duplicate telegraph and telephone communication between the wheel-house and the engine room; is fitted with a powerful search light and patent anchors and has electric bells throughout the ship. Length, 185 feet; breadth, 31 feet; net tonnage, 526; speed, 12 knots.

The distance between terminal points is 225 miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows:—

| | |
|---|----------|
| Number of voyages run..... | 52 |
| Total number of miles run..... | 23,400 |
| Number of passengers carried east, 4,108; west, 5152; total.. | 9,260 |
| Tons of freight carried east, 2,908; west, 1,105; total..... | 4,013 |
| The amount of subsidy paid for services rendered during the same period was.. | \$13,250 |

The former contract for this service which existed with Mr. R. J. Leslie, expired on the close of navigation in the year 1905. No new contract was entered into, but

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an arrangement was made with Mr. W. A. Beattie of Pictou, N.S., to run the service with the steamer *Arcadia* on the same terms as in the old contract with Mr. Leslie, viz:

A regular weekly service between Pictou and Cheticamp calling on all trips both ways at Port Hood Margaree Harbour, Eastern Harbour, Big Pond, Henry Island, Mabou Mouth, Inverness, Red Cape, Port Bain and Broad Cove Mines.

A subsidy of two thousand dollars (\$2,000) to be payable as follows: On the first day of July the sum of fifty-seven dollars (\$57.00) for each round trip which shall at that time have been fully performed; on the first day of October a further sum of fifty seven (\$57.00) for each round trip which shall have been performed previous to that date, excluding, however, payment for the round trips which had been fully performed at the time of the previous payment; and the balance of the subsidy then remaining payable to be paid on the completion of the service contracted to be performed.

The ss. *Arcadia* above referred to, was built at Yarmouth, N.S., in 1884 of wood and registered at Pictou, N.S., in 1892; length, 68 feet; breadth, 16 feet 7 inches, depth, 6 feet 4 inches; net tonnage 42; gross tonnage, 62; capacity, 65; 15 nominal horsepower; speed 8 knots.

The distance between Pictou and Cheticamp, via intermediate ports, is 123 miles.

The traffic during the calendar year 1907 is stated by the contractor to be as follows:—

| | |
|---|---------|
| Total number of round trips run..... | 24 |
| Total number of miles run..... | 5,904 |
| Total number of passengers carried..... | 181 |
| Total tons of freight carried..... | 670 |
| The amount of subsidy paid for services rendered during the same period was.. | \$1,197 |

176.

This service is performed by the Bras d'Or Steamboat Company, Limited, of North Sydney, N.S., under terms of a contract bearing date January 25, 1905, and which expires on the close of navigation, 1908. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors having agreed on the opening of navigation in the year next after these presents, that is to say, as soon as the ice will permit of the running of a steamer over the route, to place their steamer, the *Elaine*, on the route between Sydney and Whycocomagh, and will, with the said steamer or some other steamer satisfactory to the minister, continue to perform the following service:—

'From the opening of navigation to the 15th June, and from the 15th of October to the close of navigation in each year, two full round trips each week; and from the 15th of June to the 15th of October three full round trips each week, between Sydney and Whycocomagh, calling both going and returning at North Sydney, Big Bras d'Or, New Campbellton, Boullarderie, Baddeck and Little Narrows.

2. 'The minister may authorize any change or changes in the service as above defined as may not be inconsistent with the terms of the vote providing for the payment of the subsidy.

3. 'This contract shall remain in force until the close of navigation in the year nineteen hundred and eight.

4. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractor and their successors well and faithfully performing all and every the covenants and stipulations herein on the part

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of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of one thousand dollars (\$1,000) payable, one-half or the sum of five hundred dollars (\$500) on the 15th of August and the balance or the sum of five hundred dollars (\$500) on the completion of the service in each year during the continuance of this contract.

‘Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof, then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

6. ‘The contractors shall, during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expense of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.’

This service is now performed by the *SS. Marion*, built at New York in 1876, of wood, and registered at Halifax in 1883; length, 145 feet; breadth, 26 feet 5 inches; depth of hold, 8 feet; net tonnage, 269; gross tonnage, 478; 50 nominal horse-power; speed, 11 knots.

The distance between Sydney and Whycocomagh is 75 miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows :—

| | |
|---|--------|
| Total number of round trips run. | 75 |
| Total number of miles run. | 11,250 |
| Number of passengers carried outwards, 2,059; inwards, 1,973; total. | 4,032 |
| Tons of freight carried outwards, 563; inwards, 678; total. . | 1,241 |

The amount of subsidy paid for services rendered during the same period was \$0,000.

177.

This service is performed by the Deer Island and Campobello Steamboat Company, of St. Stephens, N.B., under terms of a contract bearing date February 1, 1905, and which expires on December 31, 1907. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors having on the first day of January last placed the steamer *Viking* on the route between Le Tete and St. Stephen, both in the province of New Brunswick, have maintained and will continue to maintain until the thirty-first day of December, in the year one thousand nine hundred and seven, the following service:—

'From the first of January to the first of May, and from the first of November to the thirty-first of December, in each year during the continuance of this contract, two round trips each week between the above mentioned ports, calling en route both going and coming at Back Bay, Lord's Cove, Richardsonville, Leonardville, Wilson's Beach, Welch Pool, Eastport (Maine), Indian Island, Fairhaven and St. Andrews; and from the first of May to the first of November three full round trips each week between the same ports, calling both going and returning at the above mentioned places; provided, however, that the minister may authorize any change or changes in the services as above defined as may not be inconsistent with the vote governing the payment of the subsidy.

2. 'Subject to the future conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns a subsidy of three thousand dollars (\$3,000) per annum, payable as follows:—

The sum of one thousand dollars (\$1,000) on the first day of July, and the balance, viz., two thousand dollars (\$2,000) on the completion of the service in each year during the continuance of this contract;

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate reduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

4. 'The contractors shall during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers

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or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy hereinmentioned or provided for.'

The ss. *Viking* was built at Astubula, U.S.A., in 1891, of wood, and registered at St. Andrews, N.B., in 1897; length, 75 feet 3 inches; breadth, 21 feet 1 inch; depth of hold, 6 feet 4 inches; net tonnage, 87; gross tonnage, 128; 17 nominal horsepower; speed, 9 knots.

The distance between St. Stephen and Back Bay is given as 50 miles; between Black's Harbour and Back Bay, 8 miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows:—

Number of round trips run from St. Stephen to Back Bay, 130; from Black's Harbour to Eastport, 25.

Total number of miles run..... 29,480

Number of passengers carried down, 4,500; up, 4,700; total.. 9,200

Tons of freight carried down, 2,300; up, 230; total.... 2,530

The amount of subsidy paid for services rendered during the same period was \$3,000.

178.

This service was performed by Messrs. Holliday Bros. of Quebec, under terms of a contract bearing date June 17, 1907, and which expires on the close of navigation in the year 1911. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors having on the opening of navigation on the River St. Lawrence, in the spring of the present year, that is to say, as soon as the ice did permit of the running of a boat over the said route, placed the steamer *King Edward* on the route between Quebec and Natashquan, on the north shore of the River St. Lawrence; and later, that is to say, during the month of May ultimo, did also place the steamer *Aranmore* on the said route, and will, with the said steamers or others of like capacity and equipment, approved by the minister, continue to carry on and maintain a regular service of five round voyages during each month of the remaining season of open navigation on the River St. Lawrence, and so in like manner during each year of the continuance of this contract, in manner as follows:—

'From Quebec to Esquimaux Point five round voyages each month, calling both ways on all trips at Les Escoumins, Manicougan, Godbout, Point des Monts, Trinity Bay, Seven Islands, Moisie, Sheldrake, Thunder River, Magpie, River St. John, Long Point and Mingan; three of such trips each month to be extended during each season to Natashquan, with a further extension of one trip each month to Harrington, calling at way ports between Natashquan and Harrington, and in addition extending one trip each season to Blanc Sablon, also calling at intermediate ports.

'It is understood and agreed that the calls at Les Escoumins commenced early in the current month of June and are to be continued regularly thereafter whenever weather conditions and tide will permit, or when there is freight and passengers to

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land or embark at that place; and that the first trip to Natashquan and Harrington, calling at way ports as above, shall also be run during the current month of June, and shall be continued regularly as hereinbefore provided for.

2. 'This contract shall remain in force to the close of navigation in the year 1911.

3. 'The said steamer *King Edward* is guaranteed to be of four hundred tons gross measurement, with an average speed capacity of 12 knots per hour, with passenger accommodation for 30 saloon and 50 steerage passengers, and with a carrying capacity of from 1,500 to 2,000 barrels, lighted with electricity and classed A.1 at Lloyds. And the steamer *Aranmore* is in like manner guaranteed to be of eleven hundred and seventy tons gross measurement, like average speed, and with adequate accommodation for not less than 75 first-class, 20 second-class and 100 or more steerage or deck passengers.

4. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractor and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of twenty thousand dollars (\$20,000) per annum payable as follows, viz.: In each year during the continuance of the contract the sum of six thousand dollars (\$6,000) on the first day of July; six thousand dollars (\$6,000) on the first day of October; and the balance of eight thousand dollars (\$8,000) on the closing of navigation as hereinbefore defined;

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof, then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

7. 'The contractors shall, during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

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The ss. *King Edward* was built at Beverly in 1902, of steel, and registered at Hull in the same year; length, 150 feet; breadth, 24 feet; depth of hold, 11 feet 1 inch; net tonnage, 155; gross tonnage, 450; 58 nominal horse-power; speed, 14 knots.

The ss. *Restigouche*, the other steamer run on the service, was built at Port Glasgow in 1877 of iron, and registered at Quebec in 1903; length, 229 feet; breadth, 31 feet; depth of hold, 16 feet; net tonnage, 463; gross tonnage, 945; 150 nominal horse-power; speed, 12 knots.

The distance from Quebec to Natashquan is 510 miles; from Quebec to Harrington, 615 miles; from Quebec to Blanc Sablon, 720 miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows:—

Number of round trips between Quebec and Natashquan, 28; between Quebec and Harrington, 4; between Quebec and Blanc Sablon, 1; total, 33.

Total number of miles run, 34,920.

Number of passengers carried outward, 1,438; inward, 1,070; total, 2,508.

Tons of freight carried outward, 17,700; inward, 6,300; total, 24,000.

The amount of subsidy paid for services rendered during the same period was \$20,000.

179.

This service is performed by the Bras d'Or Steamboat Company, Limited, of North Sydney, C.B., under terms of a contract bearing date January 25, 1905, and which expires on the close of navigation, 1908. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors having agreed on the opening of navigation next after the date of these presents, that is to say, as soon as the ice will permit of running, to place their steamer the Weymouth on the routes between Sydney and St. Anne's Bay and Bay St. Lawrence, and from that date will maintain and will, with the said steamer or some other steamer satisfactory to the minister, continue to maintain the following service:—

'From the opening of navigation as aforesaid until the fifteenth day of June, and from the fifteenth day of October to the close of navigation in each year, that is to say, until the ice will not permit of the running of a steamer over the routes, one full round trip each week between Sydney and St. Anne's Bay, calling both going and returning at North Sydney, Breton Cove, Englishtown and North River; and one full round trip each week between Sydney and Bay St. Lawrence, calling both going and returning at North Sydney, Ingonish, Neil's Harbour, Aspey Bay and Cape North; and from the fifteenth day of June until the fifteenth day of October two full round trips each week between Sydney and St. Anne's Bay with calls as above given; and two full round trips each week between Sydney and Neil's Harbour, calling both going and returning at North Sydney and Ingonish, one trip each week to be extended to Bay St. Lawrence with calls at Aspey Bay and Cape North.

2. 'The minister may authorize any change or changes in the service as above defined as may not be inconsistent with the terms of the vote providing for the payment of the subsidy.

3. 'This contract shall remain in force to the close of navigation in the year nineteen hundred and eight.

4. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the

part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of one thousand five hundred dollars (\$1,500), payable one-half, or the sum of seven hundred and fifty dollars (\$750) on the fifteenth of August, and the balance or the sum of seven hundred and fifty dollars (\$750) on the completion of the service in each year during the continuance of this contract;

Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof, then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

6. 'The contractors shall, during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expense of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The ss. *Weymouth* above referred to, was built at Weymouth Bridge, N.S., in 1890, of wood, and registered at Pictou, N.S., in 1897. Length, 102 feet 7 inches; breadth, 19 feet; depth of hold, 7 feet 6 inches; net tonnage, 96; gross tonnage, 153 27 nominal horse-power; speed, 10 knots.

The distances between terminal points are as follows:—

- Sydney to Neils Harbour, 47 miles.
- Sydney to Bay St. Lawrence, 75 miles.
- Sydney to St. Annes Bay, 37 miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows:—

| | |
|---|--------|
| Total number of round trips run..... | 108 |
| Total number of miles run..... | 10,994 |
| Number of passengers carried outwards, 1,394; inwards, 1,372; total | 2,766 |

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| | |
|---|----------|
| Tons of freight carried outwards, 1,240; inwards, 327; total. | 1,567 |
| The amount of subsidy paid for services rendered during the same period was | \$ 1,500 |

180.

This service is performed by the Halifax and Canso Steamship Company, Limited, of Halifax, N.S., under terms of a contract bearing date February 27, 1907, and which expires on April 1, 1912. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The said contractors having prior to the date hereof placed the steamer *Strathcona* on a service between Halifax and Canso, which steamer having been lost they will replace her by a new one now building, and will with it, or until completed with a substitute steamer approved by the minister, continue to maintain a regular weekly service between Guysboro and Halifax in the province of Nova Scotia, calling on all voyages both ways at Queensport, Canso, Whitehead, Drumhead, Isaac's Harbour, Goldboro, Port Beckerton and Port Milford; and during the months of January and February occurring during the continuance of this contract, at Port Dufferin, Sonora and Mosers River, all in the province of Nova Scotia, as well as at such other port or ports as may be from time to time required by the minister. At any of the above ports of call where a public wharf has been built and is maintained, the steamer may be required to call at same when so notified by the minister.

'It is guaranteed on the part of the contractors that the new steamer above referred to shall have a cargo capacity equal to 2,500 barrels, with passenger accommodation for 40 passengers, electric lighted throughout and fitted with proper and adequate refrigeration for the carrying of fresh fish.

2. 'This contract shall remain in force, unless sooner terminated under conditions hereinafter expressed, until the first day of April, 1912; and it is understood and agreed that the minister may authorize any change or changes in the above service as may not be inconsistent with the terms of the vote covering the payment of the subsidy therefor.

3. 'It is understood and agreed that the steamer running the service as above may lay off for refitting two trips in each year at such time or times as will least interfere with the requirements of the service.

4. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for Himself, His Heirs and Successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy at the rate of four thousand dollars (\$4,000) per annum, payable as follows, that is to say:—

'In four equal instalments of one thousand dollars each on the first days of July, October and January, and on the completion of each year's service during the continuance of this contract;

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof, then all such expense so incurred shall

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be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

5. 'The contractors shall, during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The steamer employed in this service is SS. *Scotia*; length, 137 feet; breadth, 27 feet; depth, 9 feet 6 inches; net tonnage, 268; gross tonnage, 376; capacity, 2,000 barrels; speed, 10½ knots.

This new steamer, SS. *Scotia*, went on the route in September, 1907, before which the service was performed by SS. *Dufferin* and SS. *Margaret*.

The distance between Halifax and Guysborough is 218 miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows:—

| | |
|--|----------|
| Total number of round trips run.. . . . | 52 |
| Total number of miles run.. . . . | 22,672 |
| Number of passengers carried outward, 335; inward, 289; total.. . . . | 624 |
| Tons of freight carried outward, 4,347; inward, 1,200; total. | 5,547 |
| The subsidy paid for services rendered during the same period was | \$ 4,000 |

181.

No contract has been entered into for the summer service between Murray Bay and River Ouelle; and no service was performed during the calendar year 1907.

182 and 183,

This service is performed by the Canadian Pacific Railway Company under terms of a contract bearing date September 14, 1906. This contract expired March 31,

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1907, but was renewed to March 31, 1908. The principal provisions, aside from those common to all contracts are as follows:—

1. 'The contractors having prior to the first day of July last past placed steamers necessary to properly perform the services hereinafter specified, and of a class as regards size, speed and equipment satisfactory to the minister; and having from that date, and will hereafter during the continuance of this agreement, run the same on and over the routes, and in the manner as follows, viz.:—

'Route A.—Between Victoria and Vancouver, in the Province of British Columbia, and Skagway, Alaska.

'Route B.—Between Victoria and Vancouver aforesaid, and Naas Harbour and Skidegate, also in the Province of British Columbia, calling on all voyages at intermediate ports or places as hereinafter enumerated.

'Route C.—Between Victoria aforesaid and Ahousset or Mosquito Harbour, Quatsino and Cape Scott, also in the Province of British Columbia, calling on all voyages at intermediate ports or places as hereinafter enumerated.

2. 'Over route A.—There shall be run four complete round trips during each of the months of June, July, August, September and October, in each year covered by this agreement; and not less than three complete round trips each month during the months of March, April and May; and two complete round trips during each of the months of November, December, January and February in each year covered by this agreement. The days of sailing from Victoria and Vancouver shall be such as are approved by the minister, and in event of change such change shall be duly advertised at least two weeks in advance.

3. 'Over route B.—There shall be run two complete round trips each month during the continuance of this agreement, calling on all trips both ways, weather permitting, at Sointula, Wadhams, Hartley Bay, Claxton, Oceanic, Alert Bay, River Inlet, Bella Bella, Metlakatla, Arrandale, Namu, Lowe Inlet, Balmoral, Inverness, Port Hardy, China Hat, Kitkatla, North Pacific Cannery, Dominion Cannery, and Quathiaski Cove to Naas Harbour, and at such other ports or places as the minister may require or direct; calling once each month at Skidegate and Bella Coola alternately; also calling on all trips one way only at Aberdeen; also calling at Port Simpson and Port Essington when required for passengers or freight. It is understood that as Naas Harbour is a tidal harbour and the calling there would at times involve considerable delay, under such circumstances calls may be made at Port Nelson or Arrandale instead.

4. 'Over route C.—There shall be run during the continuance of this agreement in the months of April to September inclusive in each year, four complete round trips as follows: Two from Victoria to Ahousset or Mosquito Harbour only; one to Ahousset or Mosquito Harbour and Quatsino; and one to Ahousset or Mosquito Harbour, Quatsino and Cape Scott; and in the remaining months in each year three complete round trips from Victoria to Ahousset or Mosquito Harbour and return, one of which to be continued to Cape Scott, calling both ways on all trips run over this route, weather permitting, at Port Renfrew, New Alberni, Alberni, Ucluelet, and Clayoquot, and on one trip in each month at Hesquiat, Friendly Cove, Nootka Sound, Nuchatlitz, Kyuquot, Winter Harbour, Fregon, also when necessary at Coal Harbour and Yreka Mine; and on all trips at such other intermediate ports or places as the minister may require or direct. On outward trips only, steamers employed in carrying out the provisions of this contract, especially with reference to Route A. will have the privilege of calling at American ports in Alaska, anything in section 13 to the contrary notwithstanding.

5. 'This agreement shall remain in force and have effect until the thirty-first day of March, 1907, unless sooner terminated by mutual consent or under the provisions of section 19 hereof, or unless extended for one year from such date at the option of the minister.

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7. 'The contractors shall, during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for; or already further provided for by the Post Office Department.

14. 'The contractors shall not convey or permit to be conveyed in any steamer while employed in this service any nitro-glycerine or any other article which in the opinion of the minister shall be considered dangerous, except when specially authorized.

20. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy at the rate of seventeen thousand and five hundred dollars (\$17,500) per annum, that is to say, for the due performance of the services over the routes A and B as above enumerated in sections 1, 2 and 3, at the rate of twelve thousand five hundred dollars (\$12,500) per annum; and over the route C as above, at the rate of five thousand dollars (\$5,000) per annum, payable in quarterly instalments on the first day of each of the months of October, January, April and July in each year covered by this agreement, of three thousand one hundred and twenty-five dollars (\$3,125) for services A and B, and of one thousand two hundred and fifty dollars (\$1,250) for service C ;

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed ; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.'

The steamers performing these services are as follows:—

SS. *Amur*, built at Sunderland in 1890, of steel, and registered at Victoria, B.C., in 1900; length, 216 feet; breadth, 28 feet 1 inch; depth of hold,

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17 feet 9 inches; net tonnage, 570; gross tonnage, 907; capacity, 600; 160 nominal horse-power; speed, 12 knots.

The SS. *Princess May* (formerly the *Hating*) was built at Newcastle-on-Tyne, in 1888, of steel, and registered at Vancouver, B.C., in 1903; length, 249 feet; breadth, 33 feet 2 inches; depth of hold, 19 feet; net tonnage, 697; gross tonnage, 1,393; capacity, 600; 250 nominal horse-power; speed, 14 knots.

The SS. *Princess Beatrice* was built at Victoria, B.C., in 1903, of wood, and registered at the same place the same year; length, 193 feet 4 inches; breadth, 37 feet 4 inches; depth of hold, 17 feet; net tonnage, 635; gross tonnage, 1,289; capacity, 700; 125 nominal horse-power; speed, 13 knots.

The SS. *Tees* was built at Thörnaby-on-Tees, in 1893, of steel, and registered at Victoria, B.C., in 1899; length, 165 feet; breadth, 26 feet; depth of hold, 16 feet; net tonnage, 330; gross tonnage, 569; capacity, 450; 97 nominal horse-power; speed, 11 knots.

SS. *Princess Royal*, length 240 feet; breadth, 39 feet; depth of hold, 18 feet; net tonnage, 981; gross tonnage, 1997; capacity, 890; 200 nominal horse power; speed, 14 knots.

SS. *Queen City*, built at Vancouver, B.C., in 1894, of wood, and registered at Victoria, B.C., in 1898; length, 116 feet; breadth, 27 feet; depth of hold, 12 feet; net tonnage, 243; gross tonnage, 391; capacity, 200; 38 nominal horse-power; speed, 9 knots.

The distances between terminal ports are as follows:—

Victoria to Skagway, 987 miles; Victoria to Quatsino and Cape Scott, 478 miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows:—

Routes A. and B.:

Total number of round trips run, 62.

Total number of miles run, 117,616.

Number of passengers carried north, 5,448; south, 5,758; total, 11,206.

Tons of freight carried north, 12,154; south, 5,523; total, 18,177.

Route C.:

Total number of round trips run, 47.

Total number of miles run, 31,850.

Number of passengers carried north, 2,868; south, 3,169; total, 6,037.

Tons of freight carried north, 5,102; south, 3,897; total, 8999.

The amount of subsidy paid for services rendered during the same period was \$9,375.

This service is performed by Joseph Samsor, of Quebec, under terms of a contract bearing date November 15, 1907, and which expires May 15, 1908. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractor, being the owner of or having control of the steam tug *Marie Josephine*, of one hundred and seventeen tons gross register, will, on the day and date first above written, place the same on service between St. Catherine's Bay and Tadoussac, both in the province of Quebec, and will therewith run regular daily trips between the said places, that is to say, will run at least two round trips, one in the forenoon and one in the afternoon, each and every day until the fifteenth day of May next following the date of these presents.

2. 'This contract shall, unless otherwise terminated under the provisions of section 8 hereof, or unless further extended for another year at the option of the minister, remain in force and have effect only until the said fifteenth day of May next.

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4. 'The contractor shall, during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on the outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those of the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractor, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

9. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty, for Himself, His Heirs and Successors, covenants with the contractor, his successors and assigns, that the contractor and his successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractor set forth and contained, He will well and truly pay or cause to be paid to the contractor, his successors or assigns a subsidy of two thousand five hundred dollars (\$2,500) payable as follows, viz.: One thousand dollars (\$1,000) on the first day of February next following the date hereof; one thousand dollars (\$1,000) on the first day of April next; and the balance of five hundred dollars (\$500) on the completion of the service herein contracted for, or as soon thereafter as funds are available for the purpose; and so in like manner for another similar season's service if continued at the Minister's option under provisions of section two (2) hereof ;

'Provided, however, that in the event of failure on the part of the contractor in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned, as terminal ports or ports en route, by reason of neglect on the part of the Contractor to perform the said service, or any portion thereof, then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractor shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractor of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractor, his successors and assigns.'

The *Marie Josephine* above referred to, was built at Rivière du Loup in 1891, of wood, and registered at Quebec in the same year ; length, 88 feet 4 inches : breadth, 22 feet 8 inches; depth, 8 feet 2 inches; net tonnage, 80; gross tonnage, 117.

The distance between St. Catherine's bay and Tadousac is two miles.

No statistics have been furnished and no claim presented by the contractor for services performed to December 31, 1907.

The amount of subsidy paid for services rendered from November 15 to December 31, 1907, was nil.

185.

This service is performed by the Dominion Coal Company, Limited, of Glace Bay, C.B., under terms of a contract bearing date April 24, 1907, and which expires on the close of navigation in the same year. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors owning and having control of the steamer *Bonavista*, of a capacity of 1,306 tons gross register, with passenger accommodation for not less than forty first-class and thirty second-class passengers, will, on the earliest opening of navigation after the date of these presents, place the same on a route between Montreal in the province of Quebec, and St. John's in Newfoundland, and will while on the said route and until the closing of navigation in the autumn next succeeding the date of these presents, run with the said steamer, or should the said steamer be lost or disabled, with another of the steamers owned and run by the contractors, approved by the minister, a regular service about every eighteen days between Charlottetown in the province of Prince Edward Island and St. John's Newfoundland, aforesaid, calling on all eastbound trips at Souris in the said province of Prince Edward Island and at North Sydney and Sydney, in the province of Nova Scotia; and on all westbound trips at Sydney, aforesaid; it being understood that the calls at Souris to be contingent upon there being sufficient depth of water to permit the steamer to go in and out with safety at all times of the tide.

2. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for Himself, His Heirs and Successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of eight thousand dollars (\$8,000) payable as follows, that is to say:—On the first day of each of the months of July and October, occurring during the continuance of this contract, the sum of three thousand dollars (\$3,000), and on the completion of the services as hereinbefore defined the further sum of two thousand dollars (\$2,000);

Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the Minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount or installment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

4. 'The contractors shall during the performance of this contract convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers

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or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expense of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The SS. *Bonarista* above referred to was built at Low Walker in 1884 of iron, and registered at Montreal in 1885; length, 240 feet; breadth, 33 feet 5 inches; depth, 18 feet 3 inches; net tonnage, 837; gross tonnage, 1,306; capacity, 1,200; 160 nominal horse power; speed, 10½ knots.

The distance between Montreal and St. John's, Newfoundland, via. Charlottetown and Sydney, is 1,370 miles; between St. John's, Newfoundland, and Montreal via. Sydney, 1,150 miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows:—

| | |
|--|--------|
| Total number of round voyages run. | 11 |
| Total number of miles run | 27,720 |
| Total number of passengers carried | 830 |
| Total tons of freight carried. | 3,629 |

In addition to the above the SS. *Louisburg* and SS. *Cacouna* performed 11 trips between Montreal and St. John's, Nfld., carrying a total cargo of 4,116 tons, besides a great deal of live stock which forms a large proportion of the freight on these steamers.

The amount of subsidy paid for services rendered during the same period was \$8,000.

186.

This service is performed by Messrs. Hugh Cann & Son, of Yarmouth, N.S., under terms of a contract bearing date October 19, 1905. This contract expired March 31, 1907, but was renewed to March 31, 1908. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors having prior to the first day of July last occurring before the date of these presents, placed their steamer *Percy Cann* on the Petit de Grat, Arichat and Mulgrave route, in the province of Nova Scotia, and having since that date and will therewith or with the assistance when necessary of a substitute steamer approved of by the minister, continue to perform a steamship service to consist of one full round trip each way daily (Sundays excepted), calling on all trips both going and coming at Arichat and at West Arichat, such service to be regular and uninterrupted except as hereinafter provided during the continuance of this contract, that is to say, until the thirty-first day of the month of March, in the year 1907.

2. 'It is further agreed and provided, that during the month of April next following the date of these presents the contractors shall be allowed to remove the steamer performing this service for painting, cleaning, &c., and during that time the steamer performing the Canso-Mulgrave service shall, in lieu thereof, call at Arichat on each trip both going and coming.

3. 'Provided, however, in the event of any trip or trips being missed owing to its being impossible to perform the same on account of wind or ice, upon satisfactory

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evidence being furnished to the minister, he may direct that no deduction shall be made from the subsidy otherwise payable for the trips so missed, and clause 5 in this contract is hereby modified with this sole intent and meaning.

4. 'This contract shall cease and determine on the aforementioned thirty-first day of March, one thousand nine hundred and seven, unless sooner terminated as hereinafter provided or unless continued for another year from that date at the option of the minister.

5. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for Himself, His Heirs and Successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy at the rate of three thousand dollars (\$3,000) per annum, which subsidy shall be payable as follows:—

The sum of seven hundred and fifty dollars (\$750) during the current month of October; and a like sum of seven hundred and fifty dollars (\$750) during each of the months of January, April, July and October thereafter occurring during the continuance of this contract;

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned at terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

7. 'The contractors shall during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The SS. *Percy Cann* (formerly the *Westport*) was built at Meteghan, N.S., in 1892, of wood, and registered at Yarmouth, N.S., in 1899; length, 77 feet; breadth, 17 feet

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1 inch; depth of hold, 6 feet 6 inches; net tonnage, 56; gross tonnage, 80; 13½ nominal horse-power; speed, 8½ knots.

The distance between Petit de Grat and Mulgrave is given as 32 miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows:—

Total number of round trips run, 283.

Total number of miles run, 18,112.

Total number of passengers carried, 1,972.

Total tons of freight carried, 852.

The amount of subsidy paid for services rendered during the same period was \$3,000.

187.

There are two services run under this vote, viz.: from Montreal in summer and Halifax in winter to Mexican ports on the Atlantic; and from Vancouver and Victoria to ports in Mexico on the Pacific coast.

The Atlantic service is performed by Messrs. Elder Dempster and Company, of Liverpool, England, under terms of a contract bearing date June 21, 1907, and which expires on September 14, 1909. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors owning and controlling the steamships of the gross and net tonnage hereinafter mentioned, viz.: the *Sokoto* of 3,092 gross and 1,969 net; the *Bornu* of 3,238 gross and 2,070 net; each having passenger accommodation for not less than 60 first-class and 20 second-class passengers, and guaranteed as rating at Lloyds 100 A1, did on or prior to the first day of April last prior to the date of these presents, place such steamships or such others approved by the minister as was necessary to fulfil the terms of this agreement, on a route between the Dominion of Canada and the Republic of Mexico as hereinafter stated, and have since that date and will continue to maintain therewith until the fourteenth day of September in the year 1909, a monthly service, as follows:—

(a) From the port of Montreal during the season of open navigation on the River St. Lawrence, calling at Charlottetown, in the province of Prince Edward Island whenever freight or passengers offer from that port, and at Halifax in the province of Nova Scotia, Nassau, in the Bahamas Islands, and at a port or ports in the Island of Cuba, extending each and every such voyage to and calling at the ports of Progreso, Vera Cruz and Tampico, and when required so to do by the minister, at Coatzacoalcos in the Republic of Mexico, and upon all return voyages calling at the said ports; and,

(b) During the season of closed navigation on the River St. Lawrence, from the port of Halifax, calling at Nassau, in the Bahamas Islands, and a port or ports in Cuba, to the aforesaid ports of Progreso, Vera Cruz and Tampico, and when required so to do by the minister, at Coatzacoalcos, in the Republic of Mexico, and returning therefrom to Halifax, calling at the said port of Nassau and at a port or ports in Cuba; the said sailings from the Canadian ports of departure being at regular intervals on such fixed dates as may be sanctioned by the minister; such dates to be advertised at least twenty days in advance of sailings.

2. Each of the said steamers while employed as herein agreed shall, on all north and south bound voyages, run at an average speed of not less than ten knots per hour, extraordinary conditions of the weather excepted.

3. It is understood and agreed that the steamers so employed may carry and land in Cuba on south bound voyages cargo and passengers, and may take on board at Cuban ports both cargo and passengers for Mexico; and on all north-bound voyages from Mexico may take on board cargo and passengers for any Cuban port, but shall not take cargo at Cuban ports for Canada.

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4. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for Himself, His Heirs and Successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well, and truly pay, or cause to be paid, to the contractors, their successors or assigns, a subsidy at the rate of fifty thousand dollars (\$50,000) per annum, payable in monthly payments of four thousand one hundred and sixty-six dollars and sixty-six cents (\$4,166.66) on the completion of each monthly round voyage so run in compliance with the terms of this agreement; it being understood that the government of the Republic of Mexico has entered into or will enter into a concurrent agreement with the contractors for the performance of the service as herein specified, and the payment of subsidy as aforesaid is subject to the continuance of the agreement with and on the part of the government of Mexico as to time, terms and conditions under which the service is to be maintained.

5. 'It is the true intent and meaning of these presents that no amount or instalment of subsidy shall be payable or be paid at any time, unless it appears to the satisfaction of the minister that up to the time of such instalment becoming due as herein stipulated, the service herein described and defined has been fully and faithfully performed, and that all provisions and stipulations as to freight and freight rates and dates of sailing have been in all respects faithfully observed and carried out according to the true intent and meaning of these presents.

6. 'It is understood and agreed to be a further condition of these presents that the contractors shall from time to time furnish the minister with time tables showing the proposed sailings, and upon the same being approved by the minister they shall be duly advertised in such manner as he may direct; and it is also agreed that in case either of the steamers herein named, or a substitute steamer sanctioned by the minister, does not sail from a terminal port as herein specified within three days of the date fixed by such time tables, there shall be deducted from the amount of subsidy payable for such voyage a sum equal to one-tenth of the amount otherwise payable for the performance of such voyage, and so in proportion for further delays or failure to sail from such terminal port; provided, however, that the minister may authorize any vessel to sail at an earlier or a later date than that specified in such time table should he for any reason deem it advisable to do so.

7. 'It is understood and agreed that in the event of any of the said steamers being at any time so disabled as to be obliged to be docked for repairs, the failure to perform the terms of this contract, owing to such accident and for the time reasonably occupied in the repair of the damaged steamer, shall not be taken as a default or breach of the stipulations of this contract, or subject the contractors to deductions as above from the amount of subsidy, if any, payable for any voyage delayed in consequence of such docking for repairs; but there shall be no claim for nor payment of any subsidy in respect of any voyage not actually performed.

9. 'The contractors shall from time to time furnish to the minister a schedule of the freight rates proposed to be charged between the different ports on both north and south bound trips, which schedule shall be subject to the approval of the minister, and after being approved by him shall not be changed except with his consent; and the minister may at any time, if he deem it advisable, fix the maximum rates to be charged on any article or class of goods; and the contractors shall carry between the ports hereinbefore named on all voyages of the said steamships employed under the terms of this contract, all passengers or freight that may be offered or that can reasonably be procured, at rates which shall not be in excess of such maximum rates as fixed by the minister, should he deem it advisable to so fix such maximum rates; and in no case shall any discrimination be made as regards rates or otherwise, directly or indirectly, against Canadian merchants or shippers, who shall always have precedence for their freight and goods over all other merchants and shippers; and it is

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agreed and understood that the freight rates on south bound trips sailing from any Canadian port as herein provided, on through bills of lading to any foreign ports specified in this contract from any place in the provinces of Ontario and Quebec or from any Canadian points farther west shall be as favourable as via any United States route or port to the same place; and it is further understood and agreed that the said steamers shall not carry between the Canadian ports aforesaid, on any voyage run under the terms of this contract, either deals or lumber or timber to a greater extent than fifty per cent of the total quantity of the cargo carried on such voyage, and such quantity only in case other Canadian products are not offering or cannot be obtained. Provided, however, that in the event of other cargo not being obtainable, satisfactory evidence of that fact being furnished to the minister, then the contractors shall be allowed to make up the balance of the cargo with deals, boards or timber.

11. 'The contractors shall, during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal port or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal port or ports of call above referred to; and the expense of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The steamers on this service are as follows:½

SS. *Yoruba*, built at Whiteinch, in 1894, of steel, and registered at Liverpool in 1897; length, 322 feet; breadth, 42 feet 3 inches; depth of hold, 16 feet 8 inches; net tonnage, 1,913; gross tonnage, 3,000; capacity, 4,670; 77 nominal horse-power; speed, 10 knots.

SS. *Dahomey*, built at Middlesbrough, in 1891, of steel, and registered at London in the same year; length, 312 feet; breadth, 40 feet; depth of hold, 26 feet 6 inches; net tonnage, 1,828; gross tonnage, 2,854; capacity, 4,000; 258 nominal horse-power; speed, 10 knots.

SS. *Sokoto*, built at Barrow, in 1899, of steel, and registered at Liverpool in 1900; length, 345 feet; breadth, 42 feet 2 inches; depth, 23 feet; net tonnage, 1,969; gross tonnage, 3,092; capacity, 4,600; 296 nominal horse-power; speed, 11 knots.

SS. *Bornu*, built at Barrow, in 1899, of steel, and registered at Liverpool in 1900; length, 345 feet; breadth, 42 feet 2 inches; depth, 23 feet; net tonnage, 2,074; gross tonnage, 3,238; capacity, 4,600; 296 nominal horse-power; speed, 11 knots.

SS. *Montauk*, built at West Hartlepool, in 1894, of steel, and registered at Liverpool in 1899; length, 365 feet; breadth, 47 feet; depth, 27 feet 1 inch; net tonnage, 2,612; gross tonnage, 4,040; capacity, 6,700; 404 nominal horse-power; speed, 9 knots.

SS. *Andoni*, built at Port Glasgow, in 1898, of steel, and registered at Liverpool in the same year; length, 329 feet 2 inches; breadth, 45 feet 5 inches; depth, 16 feet 2 inches; net tonnage, 2,034; gross tonnage, 3,188; capacity, 5,000; 301 nominal horse-power; speed, 9 knots.

The distance from Montreal to Vera Cruz is given as 3,745 miles; from Vera Cruz to Montreal, 2,941 miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows:—

Number of trips run out, 17; in, 12.

Total number of miles run, 98,957.

Number of passengers carried out, 515; in, 185; total, 700.

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Tons of freight carried out, 33,570; in, 12,241; total, 45,811.

The amount of subsidy paid for services rendered during the same period was \$50,000.

The service on the Pacific coast is performed by Thomas Herbert Worsnop, of London, England, under terms of a contract bearing date September 17, 1906, for a period of two years. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractor, controlling two or more steamships sailing under the British flag, each of a carrying capacity of not less than 3,500 tons, with a guaranteed rating at Lloyds as A 1, and having passenger accommodation for not less than 20 first-class and 100 'tween deck passengers, will within six months from the date hereof place the same or other steamships of like or greater capacity, approved by the minister, on a route between Vancouver and Victoria in the province of British Columbia, and the ports of Mazatlan, Manzanillo, Acapulco and Salina Cruz situate on the Pacific coast of the Republic of Mexico; and will therewith maintain for a period of two years from the first sailing of such steamers from the terminal ports of Vancouver and Salina Cruz a regular monthly service between such terminal ports and calling on all voyages both south and north-bound at the aforementioned intermediate ports, and at such other ports in the province of British Columbia and the Republic of Mexico as may be approved by the minister, sailing from each such terminal ports regularly once in each calendar month and on such fixed days as may be sanctioned by the minister; such dates to be advertised at least twenty days in advance of sailings; and shall complete each year during the continuance of this contract twelve full round voyages.

2. 'Each of the steamers employed as herein agreed shall on all south and north-bound voyages run at an average speed of not less than ten knots per hour, extraordinary conditions of the weather excepted.

3. 'The contractor shall carry on each trip of any steamer employed under this contract according to its capacity, all the freight and passengers which may be reasonably offered or obtained, and at tariff rates both as to passengers and freights which may be from time to time approved by the minister.

4. 'It is understood and agreed to be a further condition of these presents that the contractor shall, prior to the first sailing under this contract, furnish to the minister time-tables showing the proposed sailings, and upon the same being approved by the minister, they shall be duly advertised in such manner as he may direct; and it is also agreed that in case either of the steamers herein named, or a substitute steamer sanctioned by the minister, does not sail from a terminal port as herein specified within three days of the date fixed by such time-tables, there shall be deducted from the amount of subsidy payable for such voyage a sum equal to one-tenth of the amount otherwise payable for the performance of such voyage, and so in proportion for further delays or failure to sail from such terminal port; provided, however, that the minister may authorize any vessel to sail at an earlier or later date than that specified in such time-table should he for any reason deem it advisable to do so.

5. 'The contractor shall, prior to the first sailing under this contract, furnish to the minister a schedule of the freight rates proposed to be charged between the different ports on both north and south-bound trips, which schedule shall be subject to the approval of the minister, and after being approved by him shall not be changed except with his consent; and the minister may at any time, if he deem it advisable, fix the maximum rates to be charged on any article or class of goods; and the contractor shall carry between the ports hereinbefore named, on all voyages of the said steamships employed under the terms of this contract, all passengers or freight that may be offered or that can reasonably be procured, at rates which shall not be in

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excess of such maximum rates as fixed by the minister, should he deem it advisable to so fix such maximum rates, and in no case shall any discrimination be made as regards rates or otherwise, directly or indirectly, against Canadian merchants or shippers, who shall always have precedence for their freight and goods over all other merchants and shippers; and it is agreed and understood that the freight rates on south-bound trips on through bills of lading from any Canadian points west of Lake Superior shall in no case be greater than from the same place via any United States route or port; and on north-bound trips the rates to any Canadian points west of Lake Superior shall be as favourable as via any United States route or port to the same place.

7. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for Himself, His Heirs and Successors, covenants with the contractor, his successors and assigns, that the contractor and his successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractor set forth and contained, he will well and truly pay or cause to be paid to the contractor, his successors or assigns a subsidy at the rate of fifty thousand dollars (\$50,000) per annum, payable in quarterly instalments of twelve thousand and five hundred dollars (\$12,500) or such portions thereof as may be earned in each quarter ending on the last days of June, September, December and March occurring during the continuance of this contract; it being understood that the government of the republic of Mexico has entered into a concurrent agreement with the contractor for the performance of the service as herein specified, and the payment of subsidy as aforesaid is subject to the continuance of the agreement with and on the part of the government of Mexico as to time, terms and conditions under which the service is to be maintained;

'Provided, however, that in the event of failure on the part of the contractor in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned, as terminal ports or ports en route, by reason of neglect on the part of the contractor to perform the said service, or any portion thereof, then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractor shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractor of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractor, his successors and assigns.

8. 'It is understood and agreed that in the event of any of the said steamers being at any time so disabled as to be obliged to be docked for repairs, the failure to perform the terms of this contract owing to such accident and for the time reasonably occupied in the repair of the damaged steamer, shall not be taken as a default or breach of the stipulations of this contract, or subject the contractor to deductions as above from the amount of subsidy, if any, payable for any voyage delayed in consequence of such docking for repairs; but there shall be no claim for nor payment of any subsidy in respect of any voyage not actually performed.

9. 'It is understood that if any of the said steamers shall be by peril of the sea or other unavoidable casualty, lost, destroyed, or temporarily disabled from perform-

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ing the voyages herein agreed to be performed according to the true intent and meaning of these presents, the contractors may in such case as soon as reasonably may be, having regard to the circumstances, replace the said steamer by another of equal class, speed, equipment, character and capacity to the satisfaction and approval of the minister, in case the said steamer has been only temporarily disabled, and continue the service herein contracted for with such substituted or repaired steamer with as little delay as possible under all circumstances. If occasionally in consequence of prevailing bad weather (of which evidence shall be furnished to the satisfaction of the minister) at intermediate open roadstead ports, the steamers are obliged to omit calls, such omissions shall not be construed as a breach of this contract.

11. 'The contractor shall during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractor, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

16. 'The steamers employed in carrying out the provisions of this contract shall not on any voyages either outwards or homewards call at any foreign port not specified in this contract, Mexican ports excepted.'

The steamers employed in this service during the calendar year 1907, were as follows:—

SS. *Georgia* (formerly the *Sikh*) was built at Newcastle-on-Tyne in 1889, of steel and registered at London in 1906; length, 335 feet; breadth, 40 feet 2 inches; depth, 27 feet 2 inches; net tonnage, 1,778; gross tonnage, 2,796; capacity, 3,800; nominal horse-power, 402; speed, 11 knots.

SS. *Lonsdale* was built at Sunderland in 1890 of steel and registered at the same place in 1903; length, 340 feet; breadth, 41 feet; depth, 26 feet 3 inches; net tonnage, 2,043; gross tonnage, 3,171; capacity, 4,200; 292 nominal horse-power; speed, 10½ knots.

The distance from Vancouver to Salina Cruz is 2,965 miles; from Salina Cruz to Vancouver via Guaymas, 3,572 miles.

The traffic during the calendar year 1907 is stated by the contractor to be as follows:—

Number of trips run southbound, 7; northbound, 6.

Total number of miles run, 42,187.

Number of passengers carried south bound, 38; north bound, 19; total, 57.

Tons of freight carried outwards, 6,374; inwards, 736; total, 7,110.

The amount of subsidy paid for services rendered during the same period was \$25,000.

 188.

This service is performed by the Insular Steamship Company, Limited, of Westport, N.S., under terms of a contract bearing date June 24, 1907, and which expires on March 31, 1908. The principal provisions, aside from those common to all contracts, are as follows:—

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1. The contractors having prior to the first day of April last placed their screw steamer, the *Westport III.*, a vessel of 101 feet in length, 21 feet breadth and of a depth of 9 feet, of a gross registered tonnage of one hundred and forty tons, with adequate passenger accommodation and cabins for both gentlemen and ladies, on a route between St. John, in the province of New Brunswick, and Westport and Yarmouth, in the province of Nova Scotia, and including trips already run since the first day of April last past, will, prior to the thirty-first day of March next following the date of these presents, run the said steamer not less than forty-four regular trips between the said ports and return, calling on each trip both ways at Freeport, Tiverton, Little River, Mink Cove, Sandy Cove, Weymouth and Meteghan, unless ice prevents, on which last named date this contract shall determine and cease to be in force, unless sooner terminated under the provisions of section 9 hereof, or unless continued for another year from such last named date on like terms and conditions at the option of the minister.

2. 'Subject to the further conditions, stipulations and reservations herein provided. His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of one thousand and five hundred dollars (\$1,500) payable in sums of three hundred and seventy-five dollars (\$375) during each of the months of July, October, January and April next following the date of these presents, and so in like manner during any continuance of this contract as hereinbefore provided;

Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalments becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.'

The ss. *Westport III.*, above referred to, was built at Shelburne, N.S., in 1903, of wood and registered at Yarmouth, N.S., in the same year; length, 101 feet; breadth, 21 feet 3 inches; depth of hold, 9 feet; net tonnage, 49; gross tonnage, 140; 24 nominal horse-power; speed, 10 knots.

The distance St. John and Yarmouth, via Tiverton, is 100 miles, between Westport and Weymouth, 32 miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows:—

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| | |
|---|----------|
| Total number of round trips run..... | 44 |
| Total number of miles run..... | 11,616 |
| Total number of passengers carried..... | 1,800 |
| Tons of freight carried outward from St. John, 1,700; inward, 90; total..... | 1,790 |
| The amount of subsidy paid for services rendered during the same period was | \$ 1,500 |

189.

This service is performed by the Valley Steamship Company, Limited, of Granville Ferry, N.S., under terms of a contract bearing date November 7, 1906. This contract expired March 31, 1907, but was renewed for a period of one year to March 31, 1908. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors having prior to the 1st day of July last past, placed their steamer the *Granville*, a vessel of 105 feet in length, 22 feet breadth, with a draught when loaded of 10 feet, having a carrying capacity equal to one thousand barrels of cargo, and adequate passenger accommodation for 40 passengers with a speed of 10 knots per hour, on a route between the port of St. John in the province of New Brunswick, and the ports of Annapolis Royal and Granville Ferry both in the province of Nova Scotia, and having since that date regularly run the said steamer weekly over the said route, will continue to so run during the continuance of this contract, calling on all trips both ways at Victoria Beach and Littlewoods wharf (opposite Goat island), and when tide and weather will permit will continue such trips to Granville Centre and Round Hill, with the privilege on the part of the contractors of further extending the route to Bridgetown all in the province of Nova Scotia; it being understood and agreed, however, that during the winter months in case the ice will not permit the running of the vessel up the Annapolis basin and river, the trip from St. John shall be allowed to terminate at Digby.

2. 'This contract shall remain in force only until the 31st day of March next following the date hereof, unless sooner terminated under the provisions of section 10 hereof, or unless continued for a further period of one year from that date at the option of the minister.

3. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of one thousand one hundred and twenty-five dollars (\$1,125), payable one-third or the sum of three hundred and seventy-five dollars (\$375) on each of the first days of October, January and April occurring during the continuance of this contract, and in like sums of three hundred and seventy-five dollars (\$375) each on the first days of July, October, January and April during the succeeding year, provided this contract is continued for that period at the option of the minister under the provisions of section 2 hereof;

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to

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perform the said service or any portion thereof, then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.'

The ss. *Granville*, above referred to, was built at Shelburne, N.S., in 1904, of wood, and registered at Yarmouth, N.S., in the same year; length, 97 feet; breadth, 21 feet 6 inches; depth of hold, 9 feet; net tonnage, 49; gross tonnage, 97; 30 nominal horse-power; speed, 10 knots.

The distance between terminal ports is stated to be 75 miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows:—

| | |
|--|-------|
| Total number of round trips run.. . . . | 52 |
| Total number of miles run.. . . . | 7,500 |
| Total number of passengers carried.. . . . | 100 |
| Total tons of freight carried.. . . . | 2,721 |

The amount of subsidy paid for services rendered during the same period was \$1,500.

190.

No contract has been entered into for this service between St. John and Cumberland Basin, and no service was run during the year 1907 under this vote.

191.

There was no service run between Annapolis and Hull, England, during the year 1907, and no contract has been entered into for the coming year.

192.

This service is performed under the terms of a contract entered into with Richard A. Alley, of Vancouver, B.C., dated December 28, 1905, and which expires on the completion of three full years' service. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractor being the owner of or having control of the steamship *Africander* of 2,742 tons gross register, and other steamers, will therewith within three months from the date hereof or with steamships of like class, rating, and of not less capacity, approved by the minister, establish a regular service between the port of

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Vancouver, in the province of British Columbia, and the ports of Auckland, Wellington, Littleton, Dunedin and Bluff, in the colony of New Zealand, such service to commence by one of the said steamers sailing from one of the said ports in New Zealand for Vancouver within three months from the date of the signing of the New Zealand agreement, to be followed by the other two months later, the first one sailing on the return from Vancouver within two months next following the date of the first sailing from New Zealand to be followed by the other two months later, and to so continue sailing from both terminal ports at intervals of two months during the continuance of this contract, with the option on the part of the contractor of calling on all or any trips at Fiji, and with the further option of also calling at the port of Victoria, in British Columbia, on any or all trips run.

2. 'It is understood and agreed that in so far as the above named ports in New Zealand are concerned, calls shall be made on each trip at three of them alternating as occasion may require, and with the option on the part of the contractor of calling at other New Zealand ports when found necessary, such further calls, however, not to interfere with the regular running of the service or the sailing from New Zealand on such dates as may be fixed in terms hereinafter provided.

3. 'It is understood and agreed that should the traffic over the route named so increase as to warrant the putting on of larger steamers or of sailing the steamers more frequently than hereinbefore provided, the contractor is to furnish and run such steamers or such more frequent service, always subject to the approval of the minister as to sailing dates and conditions, without, however, any additional subsidy being payable than that hereinafter provided.

4. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractor, his successors and assigns, that the contractor and his successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractor set forth and contained, he will well and truly pay or cause to be paid to the contractor, his successors or assigns a subsidy at the rate of ten thousand pounds sterling (£10,000) per annum, payable in five instalments of one thousand and six hundred pounds (£1,600) each, on the completion of each of five full round voyages; and the balance of two thousand pounds (£2,000) on the completion of a year's service as herein contracted for; and in like manner and like instalments during each year's continuance of this contract;

'Provided, however, that it is the true intent and meaning of these presents that no amount or instalment of subsidy shall be payable or be paid at any time, unless it appears to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and that all provisions and stipulations as to freight and freight rates and dates of sailing have been in all respects faithfully observed and carried out, according to the true intent and meaning of these presents; and it is understood and agreed to be a further condition of these presents that the contractor shall at least two weeks prior to the first sailing under this contract, furnish to the minister time-tables showing the proposed sailings, and upon the same being approved by the minister, they shall be duly advertised in such manner as he may direct; and it is also agreed that in case either of the steamers herein named, or a substituted steamer sanctioned by the minister, does not sail from a terminal port as herein specified within six days of the date fixed by such time-tables, there shall be deducted from the amount of subsidy payable for such voyage a sum equal to one-tenth of the amount otherwise payable for the performance of such voyage, and so in proportion for further delays or failure to sail from such terminal port. Provided, however, that the minister may authorize any vessel to sail either at an earlier or a later date than that specified in such time-tables should he for any reason deem it advisable to do so; it being understood and agreed that, in the event of any of the

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said steamers being at any time so disabled as to be obliged to be docked for repairs, the failure to perform the terms of this contract, owing to such accident and for the time reasonably occupied in the repair of the damaged steamer, shall not be taken as a default or breach of the stipulations of this contract, or subject the contractor to deductions as above from the amount of subsidy, if any, payable for any voyage delayed in consequence of such docking for repairs, but there shall be no claim for nor payment of any subsidy in respect of any voyage not actually performed.

6. 'The contractor shall at least three weeks prior to the first sailing under this contract furnish to the minister a schedule of the freight rates proposed to be charged between the different ports on both north and south bound trips, which schedule shall be subject to the approval of the minister, and after being approved by him shall not be changed except with his consent; and the minister may at any time, if he deem it advisable, fix the maximum rates to be charged on any article or class of goods; and the contractor shall carry between the ports hereinbefore named, on all voyages of the said steamships employed under the terms of this contract, freight that may be offered or that can reasonably be procured, at rates which shall not be in excess of such maximum rates as fixed by the minister, should he deem it advisable to so fix such maximum rates, and in no case shall any discrimination be made as regards rates or otherwise, directly or indirectly, against Canadian merchants or shippers who shall always have precedence for their freight and goods over all other merchants and shippers; and it is agreed and understood that the freight rates shall in no case be greater than the ordinary rates via any United States route or port on the Pacific; and it is further understood and agreed that the said steamers shall not carry between the terminal ports aforesaid, on any voyage run under the terms of this contract, either deals or lumber or timber to a greater extent than fifty per cent of the total quantity of the cargo carried on such voyage, and such quantity only in case other products are not offering or cannot be obtained. Provided, however, that in the event of other cargo not being obtainable satisfactory evidence of that fact being furnished to the minister, then the contractor shall be allowed to make up the balance of the cargo with deals, boards or timber.

7. 'The steamers to be employed as herein specified, shall at all times during the continuance of this contract, be fully seaworthy, well officered, manned, victualled, equipped, provided and furnished, having regard to the service which the contractor has hereby undertaken to perform; and shall have ample and suitable accommodation for the mails and freights to be carried over the routes specified; and shall, at all times, carry boats and life-saving appliances in compliance with the law, and shall be in all respects subject to the approval of the minister.

8. 'The contractor shall during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal port or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal port or ports of call above referred to; and the expense of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractor, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.

10. 'The expression "mails" for the purpose of this contract shall be deemed to mean and include all boxes, bags, baskets or packets of or containing letters, post-cards, newspapers, parcels, books or printed papers, and all other articles which under

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the Post Office Act and postal regulations for the time being in force are transmissible by post in Canada, without regard to place either of origin or destination, and also all empty bags, empty boxes and other receptacles, stores and articles used to be used in carrying on the post office service or which shall ordinarily be sent by or to or from the post offices as qualified by clause 21 of this agreement.

20. 'It is understood and agreed that when other cargo is not available, the steamers employed in the service may call at a port or ports in Australia and at Honolulu to load and discharge cargo; provided always that such additional call or calls shall not be of such a character as to prevent the steamer taking up her sailing date at the appointed time from a terminal port; and it is further understood that any such variation from the usual direct route shall not be made in manner to compete with the subsidized service between Canada and Australia.

21. 'It is understood and agreed that in case of any loss or damage to "mails" (as defined by clause 10) being caused by negligence or want of proper care on the part of the contractor, his agents or servants, the maximum liability incurred and of penalty enforceable shall be limited to an amount not exceeding the subsidy payable in respect of the voyage on which such loss or damage occurred.

22. 'It is understood and agreed that penalties will not be enforced against the contractor; if it be shown that the delay in being ready to proceed to sea or to comply with any other terms of this contract has arisen without neglect or default of the contractor, his agents or servants, or by act of God, the King's enemies or other *force majeure*.

23. 'It is understood and agreed that in the event of one of the contractor's steamers having started on her voyage and the minister shall decide to terminate this contract for any cause or reason beyond the control of and not being the fault of the contractor, the said steamer shall be deemed to have earned the subsidy for the voyage on which she has sailed.

28. 'It is further conditioned, understood and agreed that this contract is subject to the granting by the New Zealand government of a like yearly subsidy to that hereinbefore provided, failing which this agreement is to be null and void from the time such New Zealand subsidy ceases.

29. 'This contract shall terminate on the completion of three full years' service unless sooner terminated under the provisions of sections 18, 19 or 28 hereof.'

The steamers employed in this service are as follows:—

SS. *Pondo* built at Sunderland in 1892 of steel and registered at London in the same year: length, 310 feet; breadth, 40 feet 5 in.; depth, 25 feet 5 in.; net tonnage, 1,723; gross tonnage, 2,741.

SS. *Bucentaur* (formerly the *Oolong*, was built at Govan in 1893 of steel, and registered at London in the same year; length, 360 feet; breadth, 44 feet 2 inches; depth of hold, 26 feet 2 inches; net tonnage, 2,284; gross tonnage, 3,593; 550 nominal horse-power.

The distance from Vancouver to Wellington, N. Z., is given as 6,500 miles; from Vancouver to Auckland, N. Z., 7,400 miles. These distances are approximate.

The traffic during the calendar year 1907 is stated by the contractor to be as follows:—

Number of trips run outwards, 5; inwards, 4.

Total number of miles run, 61,900.

Number of passengers carried, nil.

Tons of freight carried outward, 15,221; inwards, 4,392; total, 19,613.

The amount of subsidy paid for services rendered during the same period was \$36,976.66.

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193.

No contract has been entered into for this service between Port Essington and Queen Charlotte Islands, and no service was performed during the year 1907 under this vote.

194.

This service is performed by the Shepody Navigation Company, Limited, of Moncton, N.B., under terms of a contract bearing date January 10, 1906. This contract expired on March 31, 1907, but was renewed for a period of one year to March 31, 1908. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors having control of the steamer *Wilfrid C.* of a gross tonnage of ninety-nine tons, and having placed and maintained the same in service during the season of navigation in the year one thousand nine hundred and five on a route or routes between Moncton aforesaid and ports on the Peticodiac river and other ports hereinafter mentioned in the province of New Brunswick and in the province of Nova Scotia on the Bay of Fundy, they will continue to maintain in service on such route or routes said steamer or another of like class, capacity and equipment approved by the minister, during open navigation on such routes until the thirty-first day of March in the year one thousand nine hundred and seven on which date this contract shall cease and determine unless sooner terminated in manner hereinafter provided, or unless continued at the option of the minister for another year from such date.

2. 'The service hereinbefore referred to and contracted for shall consist of regular tri-weekly trips between Moncton and Hillsboro', Edgett's Landing and Hopewell Cape, weekly trips between Moncton and Hopewell Hill, Riverside and Harvey, N.B., Shulee and Joggins, N.S., such weekly trips to extend every second week to River Hebert, N.S.

3. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy commencing from the first day of July, one thousand nine hundred and five at the rate of two thousand dollars (\$2,000) per annum, payable in sums of one thousand dollars (\$1,000) on the close of navigation in each year occurring during the continuance of this contract; one thousand dollars (\$1,000) on the first day of July next following the date of these presents; and five hundred dollars (\$500) on the completion of the service on the thirty-first day of March, one thousand nine hundred and seven; and in case the service is continued for another year from said date at the option of the minister as hereinbefore provided, such year's subsidy shall be payable in one sum on the close of navigation in such year.

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is

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the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.'

The ss. *Wilfrid C.* above referred to, was built at Yarmouth, N.S., in 1897 of wood, and registered at Halifax, N.S., in 1898; length, 80 feet; breadth, 18 feet 5 inches; depth of hold, 8 feet; net tonnage, 48; gross tonnage, 99; 17 nominal horsepower; speed 10-12 knots.

The distance from Moncton to Riverside and return is 78 miles; from Moncton to River Hebert and return, 114 miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows:—

Number of trips run from Moncton to Hillsboro', Edgetts, Hopewell Cape, 118; Moncton to Riverside, Harvey, Hopewell Hill and Joggins, 35; Moncton to Shulee and River Hebert, N.S., 21.

| | |
|--|--------|
| Total number of miles run..... | 12,624 |
| Number of passengers carried inward, 775; outward, 670; | |
| total.. .. . | 1,445 |
| Tons of freight carried inward, 454; outward, 2,332; total.. | 2,786 |
| The amount of subsidy paid for services rendered during the same period was | \$ 500 |

195.

This service is performed by the Bear River Steamship Company, Limited, of Bear River, N.S., under terms of a contract bearing date October 2, 1905. This contract expired on March 31, 1907, but was renewed for a period of one year to March 31, 1908. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors being the owners of a steamer called the *Bear River*, with a carrying capacity of 1,000 barrels freight and thirty passengers, and with a speed of nine knots per hour, will during the present month of October place the said steamer on a route between the port of St. John, in the province of New Brunswick, and Bear River and Clementsport, in the province of Nova Scotia, and will maintain therewith a regular service between the said ports or places, calling on all trips both ways at Victoria Bridge and Digby, in the said province of Nova Scotia, with the privilege of also calling when wharf facilities are completed at Deep Brook, in the said province; it being understood and agreed that during the winter months when the ice prevents getting to Bear River the trips may terminate at either Victoria Bridge or Digby; and further that trips to Clementsport may be omitted whenever tide and weather will not permit of a landing at that place, evidence of such inability to reach Bear River or to call at Clementsport to be furnished the minister in each case.

2. 'The service hereinbefore described and on the part of the contractors agreed to be performed, shall be regular and uninterrupted; one round trip from St. John

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to the ports mentioned and return shall be run each week from the commencement of the service until the thirty-first day of March, in the year one thousand nine hundred and seven, unless sooner terminated in manner hereinafter provided, or unless continued at the option of the minister for another year from such date.

3. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy at the rate of one thousand and five hundred dollars (\$1,500) per annum, payable in quarterly instalments of three hundred and seventy-five dollars (\$375) on the first days of the months of January, April, July and October next following the date of these presents, and so in like manner during the further continuance of this contract as hereinbefore provided;

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof, then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.'

The ss. *Bear River*—Length, 95 feet; breadth, 20 feet; depth of hold, 8 feet registered tonnage, 70; speed, 9 knots.

The distances are given as follows:—Bear River to Victoria Bridge, 4 miles; Victoria Bridge to Clementsport, 6 miles; Clementsport to Digby, 10 miles; Digby to St. John, 45 miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows:—

| | |
|---|-------|
| Total number of round trips run | 51 |
| Total number of miles run | 7,236 |
| Number of passengers carried | nil. |
| Tons of freight carried to St. John, 622; from St. John, 1,865; | |
| total | 2,487 |

The amount of subsidy paid for services rendered during the same period was \$1,500.

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196.

This service is performed by the Miramichi Steam Navigation Company, Limited, of Chatham, N.B., under terms of a contract bearing date March 21, 1907, and which expires on the close of navigation in that year. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors, being the owners of and having control of the steamer *Alexandra*, of 201 tons register, will, on the opening of navigation, that is to say, as soon after the date hereof as the ice will permit of the running of a steamer over the route hereinafter named, place the same on a route between Newcastle, Chatham, Loggieville, Escuminac, Neguac and other ports or places, all in the province of New Brunswick, and will therewith run a regular daily service as hereinafter defined until the close of navigation during the current year on the Miramichi river and bay, that is to say, until the ice will not permit of the running of a steamer on such river and bay; such service to be run on Mondays, Wednesdays and Fridays from Newcastle aforesaid to and calling both ways at Chatham, Loggieville, Oak Point, Church Point, Escuminac and Neguac; and on alternate days, that is to say on Tuesdays, Thursdays and Saturdays from Newcastle to and calling both ways at Chatham, Loggieville, Oak Point, Bay du Vin, Church Point and Neguac.

2. 'This contract shall continue in force and effect, unless sooner terminated under the provisions of section 17 hereof, until the close of navigation in the autumn or winter next following the date hereof, when it shall cease and determine, unless continued on like terms at the option of the minister for the season of open navigation in the year 1908.

3. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for Himself, His Heirs and Successors, covenants with the Contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained He will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of one thousand and five hundred dollars (\$1,500) for the season's services, payable on the completion thereof; and so in like manner for the season of 1908, if continued during that season at the option of the minister as hereinbefore provided;

Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof, then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

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5. 'The contractors shall during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal port or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal port or ports of call above referred to; and the expense of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The SS. *Alexandra* referred to above, was built at Chatham, N.B., in 1902, of wood and registered at Chatham in the same year; length, 102 feet; breadth, 24 feet; depth, 9 feet; net tonnage 136; gross tonnage, 201; nominal horse-power, 38; speed, 10 knots.

The distance from Newcastle to Escuminac is 45 miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows.—

| | |
|---|----------|
| Total number of round voyages run.. | 175 |
| Total number of miles run..... | 17,500 |
| Number of passengers carried..... | 4,000 |
| Tons of freight carried, going, 1,200; returning, 300; total.. | 1,500 |
| The amount of subsidy paid for services rendered during the same period was.. | \$ 1,500 |

197.

This service is performed by Thomas Jefferson Stockwell, of Leamington, Ont., under terms of a contract bearing date September 20, 1906, and which expires on March 31, 1908. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractor owning or having control of the steamer *Premier*, a vessel of gross tonnage of not exceeding 300 tons register, did on the first day of May last before the date of these presents, place the same on a route or routes between the Island known as Pelee Island in Lake Erie, and the mainland, and has from that date, and will during the further continuance of this contract continue to maintain therewith, or with some other steamer of like class, capacity and equipment approved by the minister, until the close of navigation between the places hereinafter named, that is to say, until the ice will not permit of the running of a steamer in the autumn next following the date hereof; and will commence the running of the said service on the opening of navigation in the spring of 1907, and so continue in like manner during the further continuance of open navigation up to the date on which this contract terminates as hereinafter defined; and will during all periods of closed navigation, that is to say when ice will not permit of the running of the steamer, continue the service by land or other carriage as circumstances may require, as follows, viz: During open navigation by steamer one round trip each week between Pelee Island, Amherstburg and Windsor on the mainland, and return; and one other round trip each week between Pelee Island, Kingsville and Leamington and return; and during closed navigation one round trip each week between the island and the mainland ports or places above named.

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2. 'This contract shall continue in force until the thirty-first day of March, 1908, unless sooner terminated under provisions of section 18 hereof, or unless continued another year from that date at the option of the minister.

3. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for Himself, His Heirs and Successors, covenants with the contractor, his successors and assigns, that the contractor and his successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractor set forth and contained, He will well and truly pay or cause to be paid to the contractor, his successors or assigns, a subsidy at the rate of fifteen hundred dollars (\$1,500) per annum, payable quarterly on each of the last days of the months of September, December, March and June occurring during the continuance of this contract, in sums of three hundred and seventy-five dollars (\$375), or such portions thereof as may be earned in each quarter so ending;

'Provided, however, that in the event of failure on the part of the contractor in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractor to perform the said service or any portion thereof, then all such expense incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractor shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractor of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractor, his successors and assigns.

6. 'The contractor shall, during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractor, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for except such supplementary amount as may be paid by the Post Office Department.'

SS. Premier—Length, 130 feet; breadth, 26 feet; depth, 10 feet; net tonnage, 219; gross tonnage, 312; capacity, 175; speed, 10½ knots.

The distance from Pelee Island to Leamington is 21 miles; from Pelee Island to Kingsville, 29 miles; from Pelee Island to Windsor, 65 miles.

The traffic during the calendar year 1907 is stated by the contractor to be as follows.—

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| | |
|---|-------|
| Total number of round trips run.. . . . | 113 |
| Total number of miles run.. . . . | 8,203 |
| Number of passengers carried outwards, 506; inwards, 2,165; | |
| total.. . . . | 2,671 |
| Tons of freight carried outwards, 2,160; inwards, 570; total. | 2,730 |

The amount of subsidy paid for services rendered during the same period was \$1,500.

198.

This service is performed by the Quebec & Levis Ferry Company, Limited, of Quebec, under terms of a contract bearing date November 2, 1906, and which expired in April, 1907. It was renewed for another year, that is to April, 1908, under the same terms. The principal provisions of the contract, aside from those common to all contracts, are as follows:—

1. ‘The contractors being the owners of and having control of the steamer *Polaris*, a vessel of 532 tons gross register, with such adequate accommodation for both passengers and freight as is necessary for the service herein contracted for, will, as soon hereafter during the current month or during the month of December next, as may be necessary or required, place the same on a route between the city of Quebec and the Island of Orleans, and maintain therewith a service of at least four full round trips each week from and to the said ports or places and return during the time occurring between the closing of regular navigation in the present autumn, and the taking of the ice bridge between the said Island of Orleans and the mainland, and again in the ensuing spring from the time of the breaking up of the ice bridge and the resumption of regular navigation.

4. ‘This contract shall, unless otherwise terminated under the provisions of section 5 hereof, or unless further extended for another year at the option of the minister, remain in force and have effect only until the said resuming of regular communication between the points named in the month of April next.

6. ‘Subject to the further conditions, stipulations and reservations herein provided, His Majesty for Himself, His Heirs and Successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, He will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy of five hundred dollars (\$500) payable on the completion of the service hereinbefore contracted for; and a similar sum for a further like service during the autumn, winter and spring of the years 1907 and 1908, if continued at the minister’s option under the provisions of section four thereof;

‘Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents,

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showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.'

The SS. *Polaris* above referred to was built at Levis in 1883 of wood and registered at Quebec in the same year;; length, 118 feet 5 inches; breadth, 31 feet 4 inches; depth, 16 feet 5 inches; net tonnage, 335; gross tonnage, 532; capacity, 450; 200 nominal horse-power; speed, 10 knots.

The distance between terminal points is 5 miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows.—

| | |
|--|-------|
| Total number of round trips run.. | 22 |
| Total number of miles run.. | 220 |
| Total number of passengers carried.. | 1,307 |
| Total tons of freight carried.. | 37 |

The amount of subsidy paid for services rendered during the same period was \$500.

199.

The service is performed by Louis S. Cormier, of Esquimaux Point, Quebec, under terms of a contract bearing date May 21, 1906. This contract expired on the close of navigation in that year, but was renewed for the season of open navigation, 1907. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'That wherever the word "steamer" occurs in this contract it shall be read and interpreted as if written or printed "schooner," the intent and meaning of the contract being for a schooner service.

2. 'The contractor, owning or having control of the schooner *Sea Star* of fifty-two tons register, will therewith commencing this day run a regular fortnightly service between Gaspé Basin and the following ports on the north shore of the River and Gulf of St. Lawrence, calling thereat on all trips to or from Gaspé Basin aforesaid, that is to say running between and calling at during the remaining season of navigation in the current year from Gaspé Basin to Mingan, Long Point, Mingan, Esquimaux Point, Batchowan, Piastre Bay, Aguanish, Isle Michon and Natashquan, and at River St. Jean, Magpie, Thunder River, Sheldrake, when the conveyance of mails, passengers or freights so require; and at such other intermediate ports or places as may be required by the minister.

3. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty, for Himself His Heirs and Successors covenants with the contractor, his successors and assigns, that the contractor and his successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractor, his successors or assigns a subsidy at the rate of one thousand dollars (\$1,000) for the season's service, payable in instalments of three hundred and fifty dollars (\$350) on the first day of September next following the date of these

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presents; a like sum of three hundred and fifty dollars (\$350) on the first day of November next following; and the balance of three hundred dollars (\$300) on the completion of the service herein contracted to be performed; at which time his contract shall cease and determine, unless continued at the option of the minister for another season of navigation at the rate of one thousand dollars (\$1,000) for the whole of such season, payable in like sums as above on the first days of July, November and close of navigation, or unless sooner terminated under the provisions of Clause 16 hereof;

‘ Provided, however, that in the event of failure on the part of the contractor in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned, as terminal ports or ports en route, by reason of neglect on the part of the contractor to perform said service, or any portion thereof, then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractor shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractor of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractor, his successors and assigns.

5. ‘ The contractor shall, during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expense of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractor, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.’

The schooner *Sea Star* above referred to has a tonnage of 57; speed, 8 knots.

The distance between terminal points is given as 205 miles.

The traffic during the calendar year 1907 is stated by the contractor to be as follows.—

| | |
|--|-------|
| Total number of round trips run.. | 8 |
| Total number of miles run.. | 1,640 |
| Total number of passengers carried.. | 50 |

The amount of subsidy paid for services rendered during the same period was \$800.

This service is performed by the Margaretville Steamship Company, of Margaretville, N.S., under terms of a contract bearing date May 1, 1907, and which expires on the close of navigation in that year. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors, being owners of and having control of the steamer *Ruby L.*, a vessel of 118 tons gross register, with such adequate accommodation for both passengers and freight as is necessary for the service herein contracted for, and having prior to the date hereof placed the said steamer on a route between the port of St. John, in the province of New Brunswick, and Margaretville, in the province of Nova Scotia, and will therewith continue to carry on and maintain a regular weekly service between the said ports until the closing of navigation, that is to say, until ice and weather conditions will not permit of the running of a steamer over the said route in the autumn next following the date of these presents, prior to which time at least forty full round trips shall have been run, calling on all trips both ways at Port Lorne, Port George, Morden and Harbourville.

2. 'This contract shall remain in force only until the close of navigation as hereinbefore defined, unless continued for another season at the option of the minister, who hereby reserves the right to exercise such option.

4. 'The contractors shall, during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned service, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, and shall deliver all such mails at their proper destinations at the terminal ports above referred to; and the expense of carrying such mails from the post offices to the steamer and from the steamer to the post offices at the terminal ports shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

9. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for Himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy at the rate of fifteen hundred dollars (\$1,500) per annum, payable quarterly, that is to say, in each of the months of July, October, January and April next following the date of these presents the sum of three hundred and seventy-five dollars (\$375), or so much thereof as may have been earned on the basis of not less than forty full round trips during the year; and so in like manner for a subsequent year if the service is continued under the minister's option as above provided.

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents.

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showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.'

SS. *Ruby L.*, length, 90 feet; breadth, 20 feet; depth, $8\frac{1}{2}$ feet; net tonnage, 49; gross tonnage, 119; nominal horse-power, $16\frac{2}{3}$; speed, 9 knots.

The distance between Margaretville and St. John via intermediate ports is 50 miles; between St. John and Margaretville via Harbourville is 64 miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows:—

| | |
|---|----------|
| Number of round trips run..... | 36 |
| Total number of miles run..... | 4,104 |
| Total number of passengers carried..... | 149 |
| Total amount of freight carried, tons..... | 2,300 |
| The amount of subsidy paid for services rendered during the same period was.. | \$ 1,125 |

201.

No service was run between Canada and Newfoundland under this vote during the year 1907.

202.

No contract has been entered into for this service between Prince Rupert, B.C., and Jedway, Queen Charlotte Islands, and no service was run during the year 1907, under this vote.

203.

No contract has been entered into for this service between Froude's Point and Lockeport, N.S., and no service was performed during the year 1907, under this vote.

204.

This service is performed by the Bonaventure and Gloucester Interprovincial Ferry Company, Limited, of Bonaventure, Quebec, under terms of a contract bearing date May 1, 1907, and which expires on the close of navigation in that year. The principal provisions, aside from those common to all contracts, are as follows:—

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1. 'The contractors being owners of and having control of the steamer *Otranto*, a vessel of 35 tons gross register, with such adequate accommodation for both passengers and freight as is necessary for the service herein contracted for, will as soon hereafter during the current month as navigation conditions over the route hereinafter named will permit, place their said steamer on the route between Bonaventure river, in the province of Quebec, and Petit Rocher, in the province of New Brunswick, and will maintain therewith a regular tri-weekly round service between said ports or places until ice and other navigation conditions will no longer permit of the running of a steamer over the route in the autumn of the current year; and so in like manner for the season of navigation in the year 1908 should the service be continued under provisions hereinafter named during said season.

3. 'The contractors shall during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned service, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, and shall deliver all such mails at their proper destinations at the terminal ports above referred to; and the expense of carrying such mails from the post offices to the steamer and from the steamer to the post offices at the terminal ports shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.

8. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for himself, his heirs and successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy at the rate of three thousand dollars (\$3,000) for the full season of open navigation, payable in two equal instalments of fifteen hundred dollars (\$1,500), the first during the month of September next following the date of these presents, and the balance on the completion of the season's service at the close of navigation; and so in like manner for the season of 1908 if continued at the minister's option should he elect to so continue the service under terms as above during that season;

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractor shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

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13. 'This contract shall remain in force only until the close of navigation in the autumn next following the date of these presents, unless continued for another season at the option of the minister, who hereby reserves the right to exercise such option.

The ss. *Otranto*, above referred to, was built at Baltimore, U.S.A., of wood, in 1893, and registered at Quebec in 1906; length, 78 feet; breadth, 12 feet; depth, 11 feet; not tonnage, 24 feet; gross tonnage, 35; speed, 9½ knots.

The distance between terminal points is 17 miles.

The traffic during the calendar year 1907, is stated by the contractors to be as follows:—

| | |
|--|-------|
| Total number of round voyages run | 70 |
| Total number of miles run | 2,380 |
| Total number of passengers carried | 1,245 |
| Total tons of freight carried | 145 |

The amount of subsidy paid for services rendered during the same period was \$2,857.14.

205.

This service is performed by Messrs. Hugh Cann & Son, of Yarmouth, N.S., under terms of a contract bearing date April 26, 1907, and which expires on March 31, 1908. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors having, on or before the first day of the current month of April, placed their steamer, the *John L. Cann*, of 81 tons net register, on a route between Port Mulgrave and Canso, in the province of Nova Scotia, and having from the said date carried on and maintained, and will during the further continuance of this contract continue to carry on and maintain, by means of the said steamer, or such other steamer as may be approved by the minister, a regular daily service both ways (Sundays excepted) between the said ports, calling on all trips both ways at Arichat, in Nova Scotia, if so required by the minister.

'The said service to be continued until the 31st day of March, in the year 1908, unless sooner terminated under the provisions of section 17, or unless continued for another year from such date at the option of the minister; it being understood and agreed that the contractors shall have the privilege of withdrawing the said steamer one month during each year for repairs, painting and cleaning; during such withdrawal the service shall be run on alternate days by the steamer *Malcolm Cann* or other steamer approved by the minister.

3. 'Subject to the further conditions, stipulations and reservations herein provided for, His Majesty for Himself, His Heirs and Successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, He will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy at the rate of four thousand dollars (\$4,000) per annum, which subsidy shall be payable as follows:—

'In the month of October next following the date of these presents, the sum of two thousand dollars (\$2,000); and the balance of two thousand dollars (\$2,000) on the completion of one year's services as herein contracted to be performed; and so in like manner during the further continuance of this contract, should it be continued as above provided;

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion

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thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; provided, however, in the event of any trip or trips being missed owing to its being impossible to perform the same on account of wind or ice, upon satisfactory evidence to that effect being furnished to the minister, he may direct that no deduction shall be made from the subsidy otherwise payable for the trip so missed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof, then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid; and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

5. 'The contractors shall, during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The SS. *John L. Cann* was built at Yarmouth in 1891, of wood, and registered at the same place in 1896; length, 97 feet 8 inches; breadth, 19 feet 8 inches; depth of hold, 9 feet; net tonnage, 79; gross tonnage, 166; 34 nominal horse-power; speed, 9½ knots.

The distance between Canso and Mulgrave is 24 miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows:—

| | |
|---|----------|
| Total number of round trips run. | 271½ |
| Total number of miles run. | 13,032 |
| Total number of passengers carried. | 2,535 |
| Total tons of freight carried. | 2,665 |
| The amount of subsidy paid for services rendered during the same period was | \$ 2,000 |

This service is performed by Messrs. Hugh Cann & Son, of Yarmouth, N.S., under terms of a contract bearing date April 26, 1907, and which expires March 31,

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1908. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors having on or before the first day of the current month of April, placed their steamer the *Malcolm Cann* of 78 tons net register, on a route between Port Mulgrave and Guysboro in the province of Nova Scotia; and having from the said date carried on and maintained, and will during the further continuance of this contract continue to carry on and maintain by means of the said steamer or such other steamer as may be approved by the minister, a regular daily service both ways (Sundays excepted), between the said ports calling each day one way at Queensport, and extending the trips three times each week, during the season of open navigation, to the port of Boylston.

'The said service to be continued until the 31st day of March in the year 1908, unless sooner terminated under the provisions of section 17, or unless continued for another year from such date at the option of the minister; it being understood and agreed that the contractors shall have the privilege of withdrawing the said steamer one month during each year for repairs, painting and cleaning; during such withdrawal the service shall be run on alternate days by the steamer *John L. Cann* or other steamer approved by the minister.

3. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for Himself, His Heirs and Successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, he will well and truly pay or cause to be paid to the contractors, their successors or assigns, a subsidy at the rate of five thousand dollars (\$5,000) per annum, which subsidy shall be payable as follows:—

'In the month of October next following the date of these presents, the sum of two thousand and five hundred dollars (\$2,500), and the balance of two thousand and five hundred dollars (\$2,500) on the completion of one year's services as herein contracted to be performed; and so in like manner during the further continuance of this contract should it be continued as above provided.

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; provided, however, in the event of any trip or trips being missed owing to its being impossible to perform the same on account of wind or ice, upon satisfactory evidence to that effect being furnished to the minister, he may direct that no deduction shall be made from the subsidy otherwise payable for the trip so missed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof, then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid; and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due as herein stipulated, the said service herein agreed to be performed has been fully completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

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5. 'The contractors shall during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal port or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal port or ports of call above referred to; and the expense of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The SS. *Malcolm Cann* was built at Lockport, in 1898, of wood, and registered at Yarmouth, N.S., in the same year. Length, 112 feet; breadth, 20 feet 1 inch; depth of hold, 10 feet 8 inches; net tonnage, 78; gross tonnage, 212; 53 nominal horsepower; speed, 11 knots.

The distance between terminal ports is given as follows: Guysboro to Mulgrave, 29½ miles; Guysboro to Boylston, 5 miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows:—

| | |
|---|----------|
| Number of round trips run between Guysborough and Mulgrave, | |
| 250½; between Guysborough and Boylston, 102; total.. | 352½ |
| Total number of miles run.. | 15,799 |
| Total number of passengers carried.. | 3,202 |
| Total tons of freight carried.. | 783 |
| The amount of subsidy paid for services rendered during the | |
| same period was | \$ 2,500 |

207.

This service is performed by William G. Leslie, of Grindstone, Magdalen Islands, under terms of a contract bearing date July 11, 1907, and which expires on the close of navigation in that year. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'That on the opening of navigation, that is to say, as soon as the ice did permit of the running of a steamer over the route hereinafter defined, in the month of May last prior to the date of these presents, the contractors did place their steamer, the *Magdalen*, a vessel of 135 tons gross register, with such ample accommodation for both passengers and freight as is required for the service, on a route between Port Mulgrave and Cheticamp (government wharf), both in the province of Nova Scotia, and have therewith since the opening of such navigation, and will continue during the continuance of this contract to run a regular semi-weekly service between such terminal ports, calling on all trips both ways at Port Hawkesbury, Port Hastings, Port Hood, Inverness, Margaree and Grand Etang, and once each week at Mabou (government wharf), or oftener thereat if required, with a third weekly service between Port Mulgrave and Port Hood, calling both ways at Ports Hawkesbury and Hastings aforesaid; the aforesaid semi-weekly trips to leave Port Mulgrave on the arrival of the regular train from Halifax on Mondays and Thursdays, and the third trip on arrival of such train on Saturdays;

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'The service as aforesaid to continue regularly and uninterruptedly until the closing of navigation in the autumn or winter next following the date of these presents, that is to say, until the ice will not permit of the running of a steamer over the route named, at which time this contract shall terminate unless sooner terminated under the provisions of section 16 hereof, or unless continued on the same terms and conditions for another year at the option of the minister.

2. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for Himself, His Heirs and Successors, covenants with the contractor, his successors and assigns, that the contractor and his successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractor set forth and contained, He will well and truly pay or cause to be paid to the contractor, his successors or assigns, a subsidy at the rate of five thousand dollars (\$5,000) per annum, payable as follows, viz.:—

'During the month of July instant, one thousand dollars (\$1,000), or so much thereof as may have been earned to the 30th day of June last past; two thousand dollars (\$2,000) on the first day of October next following the date of these presents; and the balance of two thousand dollars (\$2,000) on the completion of the service at the close of navigation; and so in like sums and in like manner during the year 1908 should the service be continued during that season at the option of the minister, as provided in section 1 hereof;

'Provided, however, that in the event of failure on the part of the contractor in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractor to perform the said service or any portion thereof, then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractor shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be performed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractor of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractor, his successors and assigns.

4. 'The contractor shall, during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractor, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

The SS. *Magdalen*, above referred to, was built at Shelburne, N.S., in 1906, of wood and registered at Magdalen Islands in 1906; length, 98 feet 6 inches; breadth, 21 feet

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6 inches; depth, 8 feet 8 inches; net tonnage, 92; gross tonnage, 135; capacity, 150; 28 nominal horse-power; speed, 10 knots.

The distance between Mulgrave and Cheticamp is 81 miles.

The traffic during the calendar year 1907 is stated by the contractor to be as follows:—

| | |
|--|-------|
| Total number of round trips run.. | 54 |
| Total number of miles run.. | 8,640 |
| Number of passengers carried outwards, 204; inwards, 231; total.. | 435 |
| Tons of freight carried outwards, 1073; inward, 150.. . . . | 1,223 |

The amount of subsidy paid for services rendered during the same period was \$4,500.

208.

This service is performed by the Halifax and Sheet Harbour Steamship Company, Limited, of Halifax, N.S., under terms of a contract bearing date May 7, 1907, and which expires on March 31, 1908. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The said contractors having, prior to the first day of April last past, placed the steamer *Margaret*, a vessel of 186 tons gross register, with a carrying capacity of about 1,500 barrels, with passenger accommodation for 50 passengers, on a route between Halifax and Spry Bay, both in the province of Nova Scotia, and have from such date carried on, and will continue to carry on and maintain for one year from the aforementioned date, a regular weekly service between said ports, calling on all voyages at Jeddore, Owl's Head, Tangier, Pope's Harbour, Ship Harbour, Sheet Harbour and Sober Island, all in the said province of Nova Scotia, as well as at such other ports or places between the said terminal ports as may be, from time to time, required by the minister.

2. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for Himself, His Heirs and Successors, covenants with the contractors, their successors and assigns, that the contractors and their successors well and faithfully performing all and every the covenants and stipulations herein on the part of the contractors set forth and contained, He will well and truly pay or cause to be paid to the Contractors, their successors or assigns, a subsidy of two thousand and five hundred dollars (\$2,500), payable in two equal instalments of twelve hundred and fifty dollars (\$1,250) each in the months of October and April next following the date of these presents;

'Provided, however, that in the event of failure on the part of the contractors in any respect to perform the service herein contracted to be performed, or any portion thereof, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that if any expense shall be incurred by His Majesty for the conveyance of mails between the points herein mentioned as terminal ports or ports en route by reason of neglect on the part of the contractors to perform the said service or any portion thereof then all such expense so incurred shall be deducted from the subsidy herein agreed to be paid, and provided further, and it is the true intent and meaning of these presents, that none of the instalments of subsidy herein agreed to be paid shall become payable until the contractors shall have furnished to the minister properly certified and authentic vouchers and documents, showing to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the said service herein agreed to be per-

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formed has been fully, completely and faithfully executed and performed according to the true intent and meaning of these presents; and provided also, that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolute, binding, final and conclusive upon the contractors, their successors and assigns.

4. 'The contractors shall during the performance of this contract, convey on each and every trip of the steamer performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamer by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal ports or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamer and from the steamer to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.'

SS. *Margaret*, length, 92 ft.; breadth, 19 ft. 6 in.; depth, 8 ft. 6 in.; net tonnage, 99; gross tonnage, 194; 27 nominal horse-power; speed 11 knots.

The distance between Halifax and Sober Island, via ports of call, is 100 miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows:—

| | |
|---|----------|
| Total number of round trips run. | 43 |
| Total number of miles run | 8,600 |
| Total number of passengers carried | 2,186 |
| Total tons of freight carried | 4,500 |
| The amount of subsidy paid for services rendered during the same period was. | \$ 1,250 |

CANADA AND AUSTRALIA.

This service is performed by the Union Steamship Company, of New Zealand, Limited, Managing Agents of the Canadian-Australian Royal Mail Line. The original contract, dated May 1, 1893, was with Mr. James Huddart for a term of ten years, the principal provisions of which, aside from those common to all contracts, were as follows:—

1. 'He will provide, establish and during the continuance of this contract maintain, continue and carry on in the manner hereinafter set forth a regular steamship service between the city of Sydney, in the island of Australia, and the city of Vancouver, in the province of British Columbia, calling at Honolulu, in the Sandwich islands, and at the outer wharf at the city of Victoria, in the said province on both outward and homeward voyages from Sydney to Vancouver, and from Vancouver to Sydney, with the option of calling at Moreton Bay or Brisbane, in Queensland, Australia; and the said service shall make connection at Sydney with all local lines of steamers running between Sydney and other ports in Australia and New Zealand, so as to provide and secure an effective monthly steamship service between British Columbia and the Australian colonies and New Zealand.
2. 'The two steamships *Miowera* and *Warrimoo* shall be regularly and continuously employed in the said service, each of which steamships is hereby warranted to be

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in length not less than 340 feet, in breadth not less than 45 feet, in depth not less than 25 feet 2 inches, of a gross tonnage of not less than 3,300 tons, and capable of an average speed of not less than $15\frac{1}{2}$ knots per hour; each of the said steamships is further warranted to have the most approved triple expansion machinery refrigerators for ship's use; duplicate electric light engines; special ventilation for tropical voyages; ample saloon and cabin accommodation for at least 130 passengers, and to be provided with every comfort and convenience that is to be found in the best Atlantic liners of its size. Each of the said steamships is also warranted to be of the highest class of Lloyds and to have at present London Board of Trade certificates; and each of the said steamships shall, during the continuance of this contract be at all times tight, staunch and strong, well and sufficiently manned, victualled and equipped and in every respect sea-worthy, and shall further at all times during the continuance of this contract retain the qualifications and class which it is hereinbefore warranted to possess; and the said James Huddart shall at or before the expiration of three years from the date of these presents furnish one additional steamship for the said service at least equal in all respects to those hereinbefore described, and thereafter during the remaining period for which this contract is to continue such additional steamship shall be regularly and continuously employed in the said service for at least six months in each year.

3. 'The round trip for each of the said steamships shall begin and end at Sydney and one of the said steamships shall sail from Sydney upon its first voyage in the performance of this contract not later than the eighteenth day of May next following the date of these presents. The period of each voyage from Sydney to Vancouver and from Vancouver to Sydney, or from Moreton Bay or Brisbane to Vancouver and from Vancouver to Moreton or Brisbane in case of the said steamships calling at Moreton Bay or Brisbane, shall not exceed twenty-one days, including one day's detention at Honolulu on each voyage both outward and homeward, and the said service shall be monthly, the said steamships alternately arriving at Vancouver and at Sydney at intervals of not more than one month after the first arrival of one of the said steamships at Vancouver in the performance of this contract; provided that for the respective periods during which such additional steamships as aforesaid shall be employed in the said service the said three steamships shall alternately arrive at Vancouver and Sydney at intervals of not more than three weeks.

4. 'The said steamships shall not during the continuance of this contract call at any port in America other than those before mentioned.

7. 'During the continuance of this contract the said steamships shall at the cost and expense of the said James Huddart, his executors, administrators or assigns receive and carry on each and every voyage all such mails as shall or may be tendered for conveyance to the said steamships or to the masters or any officer on board the same, at the ports of Vancouver and Victoria aforesaid by or on behalf of or under the direction of the Honourable the Postmaster General of Canada for the time being, his officers, agents or servants, and shall deliver such mails at their proper ports of destination upon the sailing route of the said steamships as hereinbefore indicated; and in order to the due and proper performance of this covenant the said steamships shall each be provided with sufficient and convenient accommodation and protection for all such mails to the satisfaction of the Honourable the Postmaster General of Canada for the time being; and the said James Huddart, his executors, administrators or assigns shall further take all reasonable and necessary precautions for the protection of such mails while upon the said steamships for loss, damage or injury in any way, and he and they shall be responsible for any loss or damage thereto caused by negligence or want of proper care or accommodation on the part of the said James Huddart, his executors, administrators or assigns, or his or their agents or servants or on the part of the officers, employees or crew on board the said steamships.

9. 'The Honourable the Postmaster General of Canada shall in case of need and for the purpose of duly forwarding such mails as may be required, have the right to delay the sailing of any of the said steamships for the space of twenty-four hours.

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12. 'This contract shall not nor shall any right or interest therein be assigned without the consent in writing of the minister to such assignment having been first obtained, unless it be to a joint stock company of which the said James Huddart shall be a principal stockholder.

14. 'And Her Majesty for herself, her heirs and successors covenants to and with the said James Huddart, his executors, administrators and assigns that he and they well and faithfully performing all and every the covenants, agreements and stipulations hereinbefore on his and their part set forth and contained, she will well and truly pay or cause to be paid to him or them during the continuance of this contract a subsidy at the rate of twenty-five thousand pounds sterling (£25,000) per annum, to be paid in proportionate instalments, in respect of each round trip fully performed; provided, however, that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the said James Huddart, his executors, administrators or assigns of any of the covenants, provisions or stipulations of this contract.

15. 'This contract shall remain in force for a period of ten years from the date of these presents, provided that the minister shall have the right at any time to determine this contract and every matter and thing therein contained if it shall appear to him that there has been any breach on the part of the said James Huddart, his heirs, executors, administrators or assigns of any of the covenants, stipulations, agreements or provisions herein contained and entered into on the part of the said James Huddart, his heirs, executors, administrators or assigns; and it is declared and agreed that the minister shall at all times be the sole and final judge as to whether there has been any such breach and his determination shall be final and conclusive.

'Provided, however, and it is the true intent and meaning of these presents, that if the said steamships or either or any of them shall by perils of the sea or other unavoidable casualty be lost, destroyed or temporarily disabled from performing their voyages according to the true intent and meaning of the agreements, stipulations and provisions herein contained, such loss or disability shall not be deemed to be a breach of these presents or any manner or thing herein contained; but the said James Huddart, his executors, administrators or assigns shall in such case as soon as reasonably may be having regard to the circumstances replace the said steamship so lost or destroyed by another of equal class, speed, equipment, character, and capacity to the satisfaction and approval of the minister, or repair the damage done in case the said steamship has been only temporarily disabled and continue the said service herein contracted for with as little loss of time as possible under all circumstances; provided always that there shall be no payment of any subsidy in respect of any voyage not actually and fully performed; and further provided that the minister shall be the sole and only judge and have the final right of determination as to whether any suspension or temporary discontinuance or delay in the said regular monthly service has been actually caused by perils of the sea or other unavoidable casualties within the meaning of this proviso and this finding and determination thereon shall be conclusive.'

This contract was continued with the Union Steamship Company of New Zealand, Limited, as managing agents of the Canadian Australian Royal Mail Line, for a period of two years from the 1st May, 1903, with an increased subsidy in consideration of an improved service. The principal provisions of this agreement are as follows:—

'Whereas by agreement dated the first day of May, one thousand eight hundred and ninety-three, copy of which is annexed hereto, Mr. James Huddart contracted to provide, establish and carry on a mail service under and subject to the terms, covenants and conditions contained in the said agreement, between the city of Sydney in the Commonwealth of Australia and the city of Vancouver in the province of British Columbia; and whereas the said agreement having expired, and whereas the contractors having performed the said service from the date of the said expiry of the said

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agreement up to and including the date of these presents, and further agree to continue carrying on the mail services on the terms and subject to the conditions and covenants set out in the said agreement for a further period of two years from the first day of May, 1903, in all respects as if the said agreement had originally been made to expire on the first day of May, 1905, save and except the increased subsidy hereinafter mentioned to be paid from and after the first day of May, 1903, and the further provision hereinafter mentioned with reference to the repairing and improving of the steamship *Miowera*..

‘Now this agreement witnesseth that in consideration of the premises it has been agreed between the Honourable the Minister of Trade and Commerce for himself and his successors in office and the contractors for themselves and their assigns as follows.—

1. ‘That the contractors having performed the said service from the date of the expiry of the said agreement up to and including the date of these presents and further agree to continue carrying on the mail services specified in the said agreement for two years from the first day of May, 1903, and observe and perform all conditions and covenants in the said agreement, and this agreement on their part to be observed and performed.

3. ‘That the Minister of Trade and Commerce shall pay or cause to be paid to the contractors, subject to their faithful performance of all covenants, agreements and stipulations, to be performed on their part, pursuant to the said agreement, and this agreement, a subsidy at the rate of thirty-four thousand and ninety pounds, eighteen shillings and two pence (£34,090 18s. 2d.) per annum, being an increase of nine thousand and ninety pounds eighteen shillings and two pence (£9,090 18s. 2d.) to be paid in proportionate instalments in respect of each round trip fully performed.

4. ‘That the contractors, having repaired and improved the steamship *Miowera*, one of the steamships employed in the service under the said agreement, so as to be equal to either the *Moana* or the *Aorangi*, the two other steamships employed in the said service, such steamer shall be employed regularly and continuously in the said service.’

This agreement was further continued for a period of one or two years, the terms of which are as follows:—

1. ‘That the contractors shall carry on the mail services specified in the said agreement for one year from the first day of August, 1905.

2. ‘That the contractors shall carry on the mail services specified in this agreement for a further term of twelve months from the first day of August, 1906, unless either party to this agreement gives written notice to the contrary three months before the thirty-first day of July, 1906.

3. ‘That the Minister of Trade and Commerce shall pay or cause to be paid to the contractors monthly, subject to their faithful performance of all covenants and stipulations to be performed on their part pursuant to this agreement, a subsidy at the rate of thirty-seven thousand and ninety pounds, eighteen shillings and two pence sterling (£37,090 18s. 2d.) per annum, being an increase of three thousand pounds (£3,000) per annum, to be paid in proportionate instalments in respect of each round trip fully performed.’

Under date of August 1, 1907, this agreement was again renewed, in the following terms:—

1. ‘That the contractors shall further continue to carry on the services specified in the said agreement of date the first day of March, 1904, as modified and continued by the said supplementary agreement of date the 14th day of August, 1905, for a period of not exceeding two years from the date hereof, subject to the following terms and conditions, viz.:—

2. ‘The route and general conditions to be the same as in the contract or agreement above referred to; subject, however, to special conditions to effect that this

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contract or agreement may be terminated at the end of one year from the date hereof at the option of the minister upon his giving four months' notice to do so; and

3. 'The contractors shall permanently replace in March, 1908, the steamship *Miowera* heretofore employed in the service, by another steamship of greater capacity and speed; the time occupied by such steamship in making voyages between the terminal ports of Vancouver and Sydney and vice versa to be reduced by twenty-four hours from that heretofore consumed; and further

4. 'The contractors shall place a second steamship on the route of greater capacity and speed from March to July, 1908, and during the same period in 1909—if this contract is continued beyond July, 1908—replacing during such periods one other of the steamships at present running; the time occupied by such second steamship in making the voyages to be also reduced by twenty-four hours.

5. 'The subsidy payable for the service and the terms of payment to continue the same as heretofore, viz.: at the rate of thirty-seven thousand and ninety pounds, eighteen shillings and two pence (£37,090 18s. 2d.) per annum, in proportionate instalments in respect of each round trip fully performed.'

The steamers employed in this service were as follows:—

SS. *Manuka*, built at Dumbarton in 1903 of steel and registered at Dunedin, N.Z., in 1904; length, 369 feet; breadth, 47 feet; length, 31 feet; net tonnage, 2,784; gross tonnage, 4,505; capacity, 2,000; 423 nominal horse-power; speed, 15 knots.

SS. *Moana*, built at Dumbarton in 1897 of steel and registered at Dunedin, N.Z., in the same year; length, 350 feet; breadth, 44 feet; depth, 32 feet; net tonnage, 2,414; gross tonnage, 3,914; capacity, 1,700; 531 nominal horse-power; speed, 14½ knots.

SS. *Aorangi*, built at Glasgow in 1883 of steel and registered at London in 1888; length, 389 feet; breadth, 46 feet; depth, 23 feet 7 inches; net tonnage, 2,782; gross tonnage, 4,268 feet; capacity, 2,200; 739 nominal horse-power; speed, 14 knots.

SS. *Miowera*, built at Wallsend in 1892 of steel and registered at London in the same year; length, 345 feet; breadth, 42 feet; depth, 25 feet; net tonnage, 1,888; gross tonnage, 3,393; capacity, 1,600; 722 nominal horse-power; speed, 13 knots.

The distance from Sydney, Australia, to Vancouver, B.C., is given as 7,200 miles.

The traffic during the calendar year 1907, is stated by the contractors to be as follows:—

Number of trips run inwards, 12; outwards, 13.

Total number of miles run, 180,000.

Number of passengers carried inwards, 2,931; outwards, 1,756; total, 4,687.

Tons of freight carried inwards, 12,768; outwards, 17,816; total, 30,684.

The amount of subsidy paid for services rendered during the same period was \$124,967.79.

AUTHORIZED BY STATUTE.

CANADA, CHINA AND JAPAN.

This service is run under contract between the Imperial government and the Canadian Pacific Railway Company, bearing date October 12, 1901, and which expired on April 6, 1906. The contract was subsequently renewed for a period of two years from that date.

Aside from the usual requirements, the contract provides among other things as follows:—

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2. 'Subject to the provisions of this agreement the company shall and will during the continuance of this agreement at their own costs and charges in all respects convey or cause to be conveyed once in every four weeks in each direction all mails which the Postmaster General or any of his deputies, officers, servants or agents shall from time to time require to be conveyed in either direction between Halifax or Quebec (as hereinafter provided) in the Dominion of Canada and the port of Hong-Kong in China and between the several ports and places mentioned in the first schedule hereto. Such conveyance shall be effected by way of the port of Vancouver in the province of British Columbia and shall be effected between Halifax or Quebec (as the case may be) and the said port of Vancouver by means of railway trains and between the said port of Vancouver and the said port of Hong-Kong by means of mail ships. All such trains and mail ships respectively shall be provided by the company and such conveyance shall be conducted throughout as one continuous and complete service; and the company shall be responsible for the safe conveyance and delivery of the mails by means of such trains and mail ships.

3. 'Subject to the provisions of this agreement all mails to be conveyed by the company in pursuance of this agreement by means of railway trains shall be conveyed over the railways of the company during the summer season or period when the navigation of the St. Lawrence river is open from and to Quebec direct to and from the mail ships to be despatched from and to arrive at the said port of Vancouver; and during the winter season or period when the navigation of the St. Lawrence river is closed from and to Halifax direct to and from the said mail ships at the said port of Vancouver.

5. 'Subject to the provisions of this agreement the conveyance of the mails between Halifax or Quebec (as the case may be) and Hong-Kong shall be effected by the company in the following manner:—

(1) 'On the journey from Halifax or Quebec (as the case may be) to Hong-Kong, a train to be provided by the company shall start from the Intercolonial Railway terminus at Halifax or the Louise embankment at Quebec (as the case may be) at the time appointed by the Postmaster General or so soon thereafter as the mails shall have been delivered alongside the train and can be placed in such train. The company shall load the mails in such train and such train shall proceed with the said mails to the said port of Vancouver. The company shall accept at all stations or places at which such trains shall stop, such mails as shall be tendered to them under the provisions of this agreement, and at the said port of Vancouver the company shall transfer the mails conveyed under this agreement to one of the mail ships and shall accept and embark in such mail ship such other mails as may be tendered for conveyance by such mail ship at the said port of Vancouver, and the said mail ship to be so provided shall put to sea from the said port so soon as the mails are embarked and shall proceed on her voyage to Hong-Kong touching or calling at the several ports or places hereinafter mentioned.

(2) 'On the journey from Hong-Kong to Halifax or Quebec (as the case may be) one of the mail ships shall put to sea from Hong-Kong at the time appointed by the Postmaster General and shall proceed on her voyage to Vancouver touching or calling at the several ports or places hereinafter mentioned; and at the said port of Vancouver the company shall disembark the said mails and transfer to one of the trains to be provided by the company all such of the said mails as are intended for conveyance to Halifax or Quebec (as the case may be) or to any station or place at which such trains shall stop between Vancouver and Halifax or Quebec and shall hand the residue of the said mails to the postmaster of the said port of Vancouver; and a train to be provided by the company shall start from Vancouver so soon as such mails as first aforesaid can be placed in such train and shall proceed with the said mails to the Intercolonial railway terminus at Halifax or the Louise embankment at Quebec (as the case may be) and on arrival thereat the company shall deliver the mails to the

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Atlantic steamer proceeding to the United Kingdom or to any tender serving such steamer; but if no steamer be ready at Halifax or Quebec (as the case may be) to take the mails to the United Kingdom the company shall deliver the mails to the postmaster at Halifax or Quebec (as the case may be).

6. 'On the outward voyages from the port of Vancouver aforesaid to the port of Hong-Kong the mail ships shall call at Yokohama and Shanghai and on the homeward voyages from the port of Hong-Kong to the port of Vancouver the mail ships shall call at Shanghai and Yokohama and at the option of the company at the port of Hiogo (Kobe).

7. 'All mails to be conveyed under the provisions of this agreement by such trains and mail ships respectively as aforesaid from Halifax to Quebec (as the case may be) to the port of Hong-Kong, or from Hong-Kong to Halifax or Quebec (as the case may be) shall be so conveyed by the company during the continuance of this agreement within the complete and entire periods next hereinafter mentioned (that is to say) between April 1 and November 30, (both inclusive) in each year within a total period of 684 hours; and between December 1 and March 31 (both inclusive) in each year within a total period of 732 hours, which said periods respectively shall be calculated in the manner hereinafter mentioned or specified, and shall respectively include all stoppages of the mail ships and trains.

10. 'Should the Postmaster General at any time desire to deliver the mails to the company or receive the mails from the company at Montreal instead of at Halifax or Quebec, the company shall on reasonable notice make all necessary arrangements to receive or deliver the mails accordingly (as the case may be). In any such event the periods of transit aforesaid shall be reduced to 679 and 708 hours respectively in either direction, but in all other respects the provisions of this agreement shall apply *mutatis mutandis*.

35. 'In consideration of the covenants and agreements herein contained and on the part of the company to be observed and performed, and of the due and faithful performance by the company of all the services under this agreement, there shall be payable to the company during the continuance of this agreement (out of such aids or supplies as may from time to time be appropriated by parliament for that purpose) a yearly subsidy or sum after the rate of £60,000 per annum or (in the event of any such default or failure as hereinafter mentioned) so much of the said subsidy or sum as shall remain payable in respect of any year after making such deductions therefrom (if any) as hereinafter in that behalf mentioned in respect of any such default or failure.

40. (1) 'This agreement shall be deemed to have commenced on the 7th of April, 1901, and shall continue in force until the 6th day of April, 1906, and shall then absolutely determine.

(2) 'Provided nevertheless that it shall be lawful for the Postmaster General absolutely to determine this agreement on the 31st day of January, 1905, by giving to the company six calendar months' previous notice in writing to that effect under his hand or under the hand of one of the secretaries or assistant secretaries for the time being of the post office; and in the event of such notice being given this agreement shall determine accordingly on the said last mentioned day.

(3) 'Provided also that in the event of the determination of this agreement on the 31st day of January, 1905, as hereinbefore provided, the Postmaster General shall pay to the company in addition to the subsidy or sum which may be payable to them under this agreement up to the 31st day of January, 1905, the sum of £7,500, which said last mentioned sum shall be received and accepted by the company in full satisfaction of all damages, expenses, claims and demands which they may sustain or incur by reason or in consequence of such earlier determination of this agreement as aforesaid.'

The amount of subsidy paid for services rendered during the calendar year 1907 was \$73,000.

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AUTHORIZED BY STATUTE.

CANADA AND FRANCE.

This service is performed by Messrs. H. & A. Allan, of Montreal, under terms of a contract bearing date the 9th February, 1905 (statutes chap. 44, of 3 Ed. VII.), to continue for a period of three years, the principal provisions of which, aside from those common to all contracts, are as follows:—

1. 'The contractors owning and controlling in their capacity aforesaid, the steamships *Laurentian Pomeranian*, *Sardinian* or *Buenos Ayrean*, will establish upon the opening of navigation in the year of the date of these presents (and with the assistance of such other steamships as may be approved by the minister) and from that time maintain for a period of three years a regular direct steamship service between a port or ports in the Dominion of Canada and a port or ports in France with the option upon the part of the contractors of extending each east bound voyage to a port or ports in Great Britain as hereinafter defined with not less than three steamers each of not less than 3,000 tons gross register, with a carrying capacity of 4,500 tons available for agricultural products, merchandise and all other kinds of freight, each of which shall also be fitted with such amount of cold storage accommodation and under such regulations as the minister may require, and thereafter during the continuance of this contract to be at all times subject to the approval of the minister. The speed of said steamers at sea when loaded and while so employed shall be during the term of this contract a minimum of not less than ten knots per hour, such steamers to be fully equipped in the most approved and modern style.

2. 'It is understood and agreed that during the season in each year of open navigation on the River St. Lawrence covered by this contract, the terminal ports in Canada shall be Montreal or Quebec, and during the season in each year of closed navigation on the St. Lawrence such terminal ports shall be Halifax or St. John at contractors' option, subject to the approval of the minister; and it is understood and agreed that the ports of call in France upon each eastbound and westbound trip shall be Cherbourg or Havre or both, at the option of the contractors, and each eastbound trip to be extended at the option of the contractors to a port or ports in Great Britain; provided, however, that in any event the first port of call after leaving Canada shall be a port in France and that the last port of departure for Canada shall also be a port in France.

3. 'It is understood and agreed that the number of round voyages from France to Canada and return as herein stipulated during the continuance of this contract shall not be less than eighteen yearly; that is to say, that during the months of May to November inclusive in each year there shall be run not less than two full round voyages each month and during the remaining months of December to April inclusive in each year covered by this contract, the remaining voyages shall be performed; such service to be regular and uninterrupted with sailings on such fixed dates as may be approved of by the minister, and such dates shall be by the contractors regularly advertised at least two weeks in advance of every such sailing. It is further understood and agreed that at the option of the contractors the number of round voyages from France to Canada and return as herein stipulated may be increased to a maximum of twenty-four per annum, such additional voyages if run to be run regularly with sailings on such fixed dates as may be approved by the minister, and such dates shall be by the contractors regularly advertised as hereinbefore provided.

4. 'Subject to the further conditions, stipulations and reservations herein provided, His Majesty for Himself, His Heirs and Successors, contracts and agrees with the

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contractors, their heirs, executors and assigns, that the contractors, and their heirs, executors and assigns well and faithfully performing all and every the undertakings and agreements herein on the part of the contractors set forth and contained, His Majesty will well and truly pay or cause to be paid to the contractors, their executors, administrators or assigns a subsidy at the rate of one hundred thousand dollars per annum based upon and for the service of eighteen full round voyages, and so in proportion for the increased service also herein provided for; provided, however, that the total amount of subsidy to be claimed or paid for any one year's service shall in no case exceed the sum of one hundred and thirty-three thousand three hundred and thirty-three dollars and thirty-three cents, such subsidy being payable in quarterly instalments on the first day of each of the months of July, October, January and April occurring during the continuance of this contract; provided also that it is the true intent and meaning of these presents that the contractors shall have no claim to payment of any instalment of subsidy or any part thereof unless up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and unless all the provisions and stipulations as to freight and freight rates and dates of sailing have been in all respects faithfully observed and carried out according to the true intent and meaning of these presents; it being understood and agreed that, in the event of any of the said steamers being at any time so disabled as to necessitate their being docked for repairs, the failure to perform the terms of this contract, during such accident and the time reasonably occupied in such repairs, shall not be taken as a default or breach of the stipulations of this contract, or subject the contractors to deductions from the amount of subsidy, if any, payable for any voyage delayed in consequence of such docking for such repairs, but there shall be no claim for nor payment of any subsidy in respect of any voyage not actually performed.

8. 'The contractors shall during the performance of this contract, convey on each and every trip of the steamers performing the aforesaid services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf of or under the direction of the postal authorities of Canada, or of those at the terminal port or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal port or ports of call above referred to; and the expense of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.

21. 'The contractors shall have the right to cancel this contract at the end of the first season.'

The steamers employed in this service are as follows:—

The SS. *Pomeranian* (formerly the *Grecian Monarch*) was built at Hull in 1882 of iron and registered at Glasgow in 1887; length, 381 feet; breadth, 43 feet; depth of hold 33 feet 1 inch; net tonnage, 2,700; gross tonnage, 4,207; capacity, 5,080; 316 nominal horse-power; speed, 13 knots.

The SS. *Sardinian* was built at Greenock in 1875 of iron and registered at Glasgow in 1887; length, 400 feet; breadth, 42 feet 3 inches; depth of hold, 34 feet 6 inches; net tonnage, 2,788; gross tonnage, 4,349; capacity, 5,000; 316 nominal horse-power; speed, 13 knots.

The ss. *Parisian* was built at Govan in 1881 of steel and registered at Glasgow in 1887; length, 440 feet; breadth, 46 feet; depth, 25 feet; net tonnage, 3,385; gross tonnage; capacity, 4,200; 774 nominal horse-power; speed, 14½ knots.

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The distance between Havre and Halifax is given as 2,569 miles; between Havre and Montreal as 2,951 miles.

The traffic during the calendar year 1907 is stated by the contractors to be as follows:—

Total number of round voyages run, 20.

Number of passengers carried, east, 1,078; west, 3,612; total, 4,690.

Tons of freight carried east, 9,440; west, 15,033; total, 24,473.

The amount of subsidy paid for services rendered during the same period was \$88,888.80.

NOTE.—Some of the principal sections common to all contracts, and as such hereinbefore frequently referred to read as follows :—

‘The contractors shall furnish and establish at their own expense the necessary agents required for the efficient performance of this contract, and shall with diligence, as soon after the completion of each voyage as may be, furnish to the minister full and complete copies of the manifests of the cargoes and lists of passengers carried on each voyage, duly certified by the proper officers of customs, and also such other documents, information and evidence as may be reasonably required by the minister to show the volume, extent and value of the trade carried on by the said steamers, and the full performance on their part of the services, requirements and conditions of this contract, in order to enable him to judge as to whether the terms of this contract have been or are being fully and faithfully carried out and complied with, within the true intent and meaning thereof, and his decision in that respect shall be binding, final and conclusive; and the furnishing of such certificates, documents and evidence as hereinbefore specified shall be a condition, precedent to the payment of the subsidy herein provided for, or any portion thereof, and if in the opinion of the minister, all the terms of this contract have not been fully complied with by the contractors he may deduct from the subsidy otherwise payable, such portion thereof as he may deem fit and proper, taking into consideration all the circumstances connected therewith, and the contractors shall at all times during the continuance of this contract well and faithfully abide by and conform to all such requirements as may be made by the minister with regard to the said steamers in the performance of this contract.

‘The steamers to be employed as herein specified, shall at all times during the continuance of this contract be fully sea-worthy, well-officered, manned, victualled, equipped, provided and furnished, having regard to the service which the contractors have hereby undertaken to perform; and shall have ample and suitable accommodation for the passengers, mails and freights to be carried over the routes specified; and shall, at all times, carry boats and life-saving appliances in compliance with the law, and shall be in all respects subject to the approval of the minister.

‘The said steamers shall be provided with sufficient and convenient accommodation and protection for all such mails to the satisfaction of the Honourable the Postmaster-General of Canada for the time being, and the contractors shall further take all reasonable and necessary precautions for the protection of such mails while upon the said steamers or while in the contractors’ charge or custody, from loss, damage or injury in any way, and the contractors shall be responsible for any loss or damage thereto caused by negligence or want of proper care or accommodation on the part of the contractors, their agents or servants, or on the part of the officers, employees or crew on board the said steamers, and this without regard to any question as to the legal liability of the Postmaster General to the owners of the articles of mail matter contained in such mails for damage or loss sustained in transit.

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‘The expression “mails” for the purpose of this contract shall be deemed to mean and include all boxes, bags, baskets or packets of or containing letters, post-cards, newspapers, parcels, books, or printed papers, and all other articles which under the Post Office Act and postal regulations for the time being in force are transmissible by post in Canada, without regard to place either of origin or destination, and also all empty bags, empty boxes and other receptacles, stores and articles used or to be used in carrying on the post office service, or which shall ordinarily be sent by or to or from the post offices.

‘The contractors shall not, nor shall any of their agents or servants, or officers or crew of the said steamers receive or permit to be received on board of the said steamers any letters for conveyance other than those contained in His Majesty’s mails, or which are or may be privileged by law, nor the mails of any other country, except such as are specified by the Postmaster General of Canada, for the time being.

‘The Honourable the Postmaster General of Canada, or the Honourable the Minister of Trade and Commerce for the time being, or any inspector or officer of the Post Office Department or of the Department of Trade and Commerce, who may in the execution of his duty travel in the said steamers shall be carried free of charge.

‘The contractors shall keep full and proper accounts of and in connection with the working of this service, and shall keep such accounts separate and distinct from any other accounts of or connected with other branches of their business; and in any contingency which in the opinion of the minister may render such a course necessary, the contractors shall allow any officer or officers named by the minister free access to such accounts and all books, papers and documents connected therewith.

‘It is understood that if the said steamer shall be by peril of the sea or other unavoidable casualty, lost, destroyed or temporarily disabled from performing the voyages herein agreed to be performed according to the true intent and meaning of these presents, the contractors may in such case as soon as reasonably may be, having regard to the circumstances, replace the said steamer by another of equal class, speed, equipment, character and capacity to the satisfaction and approval of the minister in case the said steamer has been only temporarily disabled, and continue the service herein contracted for with such substituted or repaired steamer with as little delay as possible under all circumstances.

‘The contractors shall carry on each steamer running under this contract according to its capacity, on all voyages, all the freight and passengers which may be reasonably offered or obtained, and at tariff rates, both as to passengers and freights, which may be from time to time approved by the minister; and the contractors shall furnish to the minister such documents, information and evidence as may be required by the minister, to show the volume, extent and value of the trade carried on by the said steamer, and such customs certificates, documents and evidence as may be necessary or as may be required by the minister to prove the performance of the services herein contracted for, and to enable the minister to judge as to whether this contract is being carefully and faithfully carried out and performed and the furnishing of such certificates, documents, information and evidence, as hereinbefore specified, shall be a condition precedent to the payment of the subsidy herein provided for or any portion thereof.

‘The steamer employed in carrying out the provisions of this contract shall not on any of its trips call at any foreign port not specified in this contract.

‘The contractors shall not convey or permit to be conveyed in any steamer while employed in this service any nitro-glycerine or any other article which in the opinion of the minister shall be considered dangerous.

‘It is conditioned, declared and agreed that the payment of subsidy, as hereinbefore stipulated, is subject to the amount specified, being provided for the purpose by a vote of the Parliament of Canada, and that if no amount is voted for the purpose, or if any amount voted has become exhausted in payment thereof, and no further sum is voted for the purpose, this contract or agreement shall terminate and become void and

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of no effect, and the party of the first part shall not in consequence be held liable to damages.

‘It is declared to be the true intent and meaning of these presents, that the minister shall have the right at any time during the continuance of this contract, upon thirty days’ notice in writing to the contractors, their successors or assigns, to terminate this contract, and every matter and thing herein contained, if it shall appear to the minister that there has been any breach on the part of the contractors, their successors or assigns, of any of the covenants, agreements, stipulations or provisions herein contained and entered into on the part of the contractors; and it is declared and agreed that the minister shall at all times be the sole and final judge as to whether there has been any such breach, and his decision shall be absolute, final and conclusive.

‘This contract shall not, nor shall any right or interest therein be assigned without the consent in writing of the minister to such assignment having been first obtained.

‘It is a condition of these presents that no member of the House of Commons of Canada shall be admitted to any share or part of this contract or agreement nor to any benefit to arise therefrom.

‘The minister may authorize any change or changes in the terms of this contract as may not be inconsistent with the vote providing for the payment of the subsidy.

‘The minister shall at all times be the judge as to whether the terms of this contract have been or are being fully and faithfully carried out and complied with within the true intent and meaning thereof, and his decision in that respect shall be binding, final and conclusive.

